

The Pleasure of Motoring
is accentuated
by wearing
MOTOR GLASSES.
Protect the eyes from wind
and dust.
— SUPPLIED BY —
N. LAZARUS
OPTICIAN
35, Queen's Road Central, Hongkong

The China Mail.

ESTABLISHED 1846

May 29, 1920, Temperature 82.

Rainfall 0.58 inch.

Humidity 57.

May 29, 191, Temperature 54

No. 17,963.

六拜禮

號九廿月五年二一廿九一英

HONGKONG, SATURDAY, MAY 29, 1920.

日二十月四申庚九百九千一

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS,
HOK UN-KOWLOON.
Marine and Land Engineers, Boiler-makers,
Founders, Motor Boat Builders.
HARBOR REPAIRS CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 15 H.P. to 60 H.P. now in stock also spare parts.
Telephones: Works K.21; Manager K.929; Harbour Engineer K.190;
Works Supt. K.410.
Telegrams: "SEYBOURNE".

DRAGON MOTOR CAR CO.
(THE EUROPEAN GARAGE)
CARS FOR HIRE IN HONGKONG AND KOWLOON
Agents in South-China for:
Hudson, Essex, Dodge Brothers and Siddleley-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.
GARAGE AT 44 DES VORUX ROAD. TEL. 482. GARAGE AT 26 NATHAN RD. KOWLOON

MOSCATINE.

A few drops sprinkled on the hands
or any exposed part effectually
prevents the bites of Mosquitoes
and Sand Flies.

A. S. WATSON & CO., LTD.
The Hongkong Dispensary.

YEE SANG FAT CO.
— JUST ARRIVED —

SMART WHITE SHOES

WHITE CANVAS
WHITE RUBBER
SOLES & HEELS.
WHITE CANVAS
LEATHER
SOLES & HEELS.
Prices \$5.00 to \$8.00 Pair.

LADIES' WHITE SHOES

CANVAS UPPEERS,
RUBBER SOLES
\$2.50 to \$4.00 Pair.

Also complete Sizes for Girls and Children.

YEE SANG FAT CO.

Queen's Road & D'Aguiar Street.
Telephone 1355.

A WELL-KNOWN FACT

CAMPBELL MOORE & CO., LTD.

ARE THE ONLY

EUROPEAN HAIR DRESSERS

IN THE COLONY.

SPECIAL LADIES' SALOON

HONGKONG HOTEL BUILDING.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 678

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

AMRITSAR RIOTS.

SIMLA, May 28th.
The report of the Hunter Committee on the Punjab disturbances consists of a majority report signed by the English members and a minority report signed by the Indian members. Except the Jallianwala Bagh and minor incidents, both the English and the Indian members generally agree in justifying the police and military action. They also agree in pronouncing unfavourable on General Dyer's handling of the Jallianwala Bagh meeting and certain martial law orders, and exonerate the Indian Government from all blame. They differ regarding the nature of the disorders and as to the wisdom of proclaiming martial law.

The English members emphatically state that open rebellion is the only suitable (1) term to describe the motives of the rioters. (2) The Indian members object to the term as implying the intention to turn out the British Government which was not the intention of the rioters.

The English members consider that martial law was justified and describe the Amritsar outbreak as anti-Government at every stage. They criticize General Dyer's conduct at Jallianwala Bagh on two grounds. Firstly, that he ordered soldiers to fire without warning the rioters; Secondly, that he continued firing too long.

The Indian members stigmatize General Dyer's conduct as inhuman and un-British. The report is supplemented by a despatch of the Indian Government which considers that General Dyer showed a misconception of his duty which resulted in unnecessary loss of life. This judgment has been communicated to the Commander-in-Chief with the request that he may take appropriate action. The Government accepts the view that the administration of martial law was marred by the misuse of power and that the irresponsible acts were due to inexperience, and says that steps should be taken to prevent a repetition of such mistakes.

LONDON, May 28th.
Archbishop Keenly, of Simla, in a letter to the London newspapers, emphatically justifies the action of the military authorities in India, and declares that if the present tendency to make a scapegoat of the white soldier succeeds, the military authorities in future would hesitate to act, and hesitation would have consequences which no white man cares to contemplate.

SPA CONFERENCE.

LONDON, May 28th.
Reuter learns that it has been decided to revive the British Empire Delegation to the Spa Conference. Four Dominions have been requested to nominate representatives. Great importance is attached to keeping the various parts of the Empire in close touch with the Conference. It is understood that Sir George Peckey represents Canada, the Hon. W. Watt, Australia, and Colonel the Hon. Sir James Allen, New Zealand, or Lord Milner if Sir James Allen does not arrive in time. The South African representative has not yet been nominated.

PARIS, May 28th.
M. Millerand has demanded the recall of Herr Xyland, the chief German delegate to the Sarre Delimitation Commission, on the ground of obstruction.

UNREST IN IRELAND.

LONDON, May 28th.
An official report from Ireland contains a list of a hundred fresh outbreaks, including the destruction of police barracks, raids on drillings and cattle drives. The police have informed the North Dublin Council that they are unable to protect polling stations in the forthcoming elections.

POLAND'S WAR.

LONDON, May 28th.
A Polish official statement says north of the Dvina and Upper Berezina the situation is stationary. The Bolshevik offensive appears to have broken down definitely. The report of the Polish receipt of Kieff is completely false.

COUNTY CRICKET.

LONDON, May 26.
Essex beat Worcester by an innings and 51 runs. Essex scored 501, J. W. H. T. Douglas getting 128.
Kent beat Hampshire by eight wickets. Kent, in the first innings, scored 385 runs, F. E. Woolley getting 158.

Surrey beat Notts by ten wickets. Notts, in the second innings, scored 190 runs. P. G. H. Fender took eight wickets for 66 runs.

U.S. FARMERS

BUYING DIAMONES WITH WAR PROFITS.
Diamonds of the finest purity and colour are rapidly supplanting livestock as an investment for surplus war-time earnings among the farmers of the Middle Western States. According to statistics of the New York Customs officials, the jewels are being bought in enormous quantities, though they are 600 per cent. higher in price than before the war. The official figures for February show that diamonds imported from Holland alone exceed \$2,000,000, or nearly seven times the total of the same month a year ago, while business in

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS"]

AMERICAN AMBASSADOR'S ARRIVAL.

PERKIN, May 27.
Mr. Crane, the American Ambassador, arrived this evening and was received with guards of honour.

AUSTRIAN TREATY RATIFIED.

PERKIN, May 27.
The House of Representatives yesterday ratified the Austrian Treaty with one dissentient vote. It will be submitted to the Senate on Saturday.

FOREIGNERS AND HUNTING PRIVILEGES.

PERKIN, May 27.
As a result of the Soochow affair the Government has drafted new regulations for Provincial Commissioners of Foreign Affairs governing hunting privileges. Foreigners will be allowed to shoot only over wild lands, after previously informing the local Police.

A SINISTER REPORT.

PERKIN, May 27.
The Government has received reports that Japanese are arranging with the Hungtuzes to create trouble along the Chinese Eastern Railway.

MANLESS WARSHIP.

SCIENTISTS' PREDICTION.

VESSEL OPERATED BY WIRELESS.

Is the time approaching when sea battles will be fought between crewless ships manœuvred by wireless from a station shore? Such a development has been predicted by scientists. And the remarkable successes achieved recently by British naval investigators induced a belief that it may be attained one day. By using Hertzian waves, says a naval writer in a Home paper, the wireless wizards of our Fleet have succeeded in controlling torpedo craft at a distance of some miles. During the experiments a destroyer was manœuvred at will by wireless. Nobody aboard the vessel touched her wheel. She was steered wholly by wireless—and steered easily. The demonstration was a striking success. Other remarkable feats have been done with wireless, such as turning a ship's searchlights. In fact only those naval scientists who are experimenting with this medium know just what they can do with it and they are only at the beginning of things. Although the application of wireless to the control of vessels and torpedoes is not a new idea the latest results obtained in our Navy are considerably in advance of any that have gone before. In 1917 the Germans made an ineffectual attempt to attack our ships off the Belgian coast with electrically directed torpedo boats. These crafts were run by means of a wire on the same principle, as the Brennan torpedo, and had an aeroplane equipped with wireless "spotting" for them. As weapons of attack they were useless.

EYES AND NO EYES.

On the Kerb of a busy arterial road in South London, evidently waiting for a bus, stood a happy-looking young man. Presently he was addressed by a slight nervous lady, who asked him if he would be so kind as to escort her across the road. Cheerfully he agreed, and the two embarked on their perilous journey.

It was a wide road, with no friendly half-way island, and the lady could not hurry, but something made the drivers more careful than their wont, and the other side was reached in safety.

"Thank you so much," said the lady, rather breathlessly, "I wouldn't have troubled you, but my eyes are getting dim; I can't see very well."
"And I can't see at all," answered the cheerful young man with a smile. "I've been stone-blind for years. So you see, if the blind cannot lead the blind they can lead the half-blind."

And, raising his hat, the blind guide swiftly recrossed the road, and mounted his daily bus.

precious stones with England and South Africa is increasing 1,000 per cent. annually. A large proportion of diamonds and other luxury imports is consigned to dealers in the agricultural sections of the Middle West, whose market is purely local.

TERRITORIALS IN INDIA.

VICEROY'S TRIBUTE.

The great value of the work of the Territorial units in India, during the war and long after the cessation of hostilities is emphasized in a communication of the Government of India. The Governor-General in Council expresses sympathy with the disappointment of the officers, non-commissioned officers, and soldiers of those units of the Territorial Force whose lot it was to serve in India during the war, and who were thus denied the opportunity of meeting the enemy on the battlefields of Europe. Many of these units, however, have earned distinction in other fields, some in Mesopotamia, Egypt, and Palestine, and others at Aden and on the North-West Frontier, while others, less fortunate, have in the faithful performance of garrison duties rendered no less valuable service to the Empire by the maintenance of internal security, thereby enabling India to devote her resources to the successful prosecution of the war.

Reference is made to the many disappointments of members of the Force in respect to repatriation and release from military service after the Armistice. The delays arising from more general causes were prolonged by the unexpected situation created in the spring of 1918 by the sudden incursion of Afghan troops concurrently with the outbreak of internal disturbances. The patience with which those disappointments were borne was highly creditable to all concerned, and showed how readily they appreciated the difficulties with which the Government of India were faced. The patriotic service of the Territorials in India "will be remembered and will serve as a noble and inspiring example of good citizenship to future generations."

WORLD'S NEW SHIPS.

5,000,000 TONS BUILDING.

Quarterly Returns compiled by Lloyd's Register of Shipping show that there were building in the United Kingdom at the end of March 865 merchant steamers, of 3,394,000 tons. This amount shows an increase of 400,000 tons as compared with the figures for the end of December, and of 1,140,000 tons as compared with the amount building at the end of March last year.

The largest increase has taken place on the Clyde, where there are now 1,178,692 tons under construction. The total tonnage "commenced" during the quarter amounts to 708,031 tons, represented by 203 vessels, and it includes many large ships. There are now building 210 ships of 6,000 tons and upwards, as compared with 173 at the end of December. The vessels of 10,000 tons and upwards amount to 62.

The output of tonnage shows, however, a slight decrease as compared with that for the previous quarter. In the past three months 123 vessels, of 451,236 tons, were launched, as compared with 137 vessels, of 451,915 tons, in the quarter ended December 31.

Building abroad at the end of March were 4,547,000 tons, a figure which shows a decrease of about 320,000 tons as compared with that at the end of December. This decrease is due to the decline in construction in the United States, which shows a decrease of 393,000 tons on the figures for the end of the year. There are now building in the United States 535 vessels, of 2,573,000 tons. Construction in Italy amounts to 355,000 tons, and represents an increase of 41,000 tons. The figures include those for Trieste, which represent more than 113,000 tons. Figures for Holland show an increase of 38,000 tons to 368,000 tons; and those for France an increase of 23,000 tons, to 240,000 tons.

The number of vessels building throughout the world at the end of March was 2,205, and the tonnage was 7,941,000. These figures show an increase of 67 in the number of vessels and of 81,000 tons.

As compared with the figures of six years ago the total construction in the United Kingdom has increased by 1,503,000 tons, while the tonnage building abroad has increased by 3,095,000 tons. The total tonnage building under the supervision of Lloyd's Register has increased by nearly 150 per cent.

TAKE CARE OF YOURSELF.

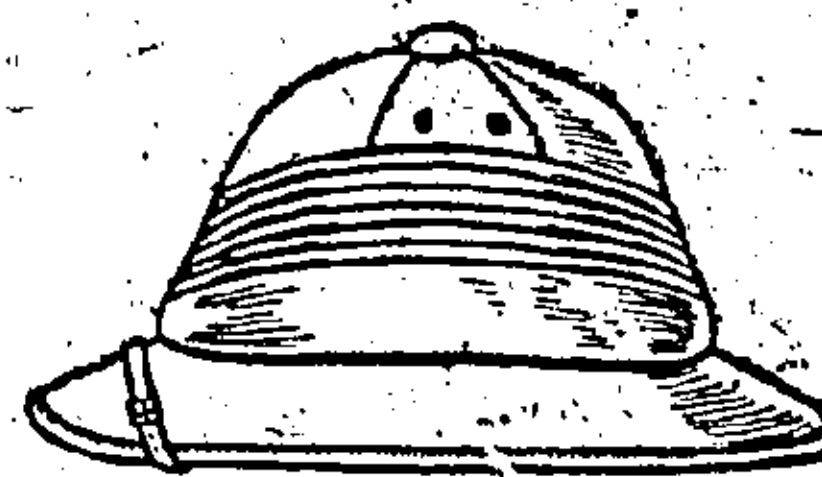
If you want a clear head and good digestion, you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Druggists.

BUSINESS NOTICES

J. T. SHAW
— SPECIALIST IN HEADWEAR —
— SUN HATS —

— MADE BY —
ELLWOOD, HAWKE AND TRESS.

PRICES
\$6.50
UP



PRICES
\$6.50
UP

— GUARANTEED —

RAINPROOF AND SUNPROOF

J. T. SHAW

TAILOR and OUTFITTER

NEST DOOR HONGKONG HOTEL

J. ULLMANN & Co.

French Firm, Established 1860.



Quality, Variety, Perfection.

A CONSIGNMENT OF
ROYAL ENFIELD
MOTORCYCLES
HAS ARRIVED.

TWO STROKE—2½ HORSE POWER.

SEE OUR WINDOWS.

ALEX. ROSS & Co.

23, DES VORUX ROAD, GARAGE KOWLOON
TEL. 27 TEL. 447



ALEXANDRA BUILDING, HONGKONG. TEL. No. 2843.

THE OPTICAL COMPANY

51, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES, LENSES, etc.
OPTOMETRIST-IN-CHARGE: E. CHAN, OPT. D.
EYES TESTED FREE OF CHARGE.

ALLSOPP'S

BRITISH PILSENER BEER.

RAINIER

AMERICAN PALE BEER

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD CENTRAL.



HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Orickwood, London, N.W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong

FRENCH LESSON
G. MOUSHION
15, Morris Hill Road.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General
Produce, Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions from CAPTAIN BASIL TAYLOR, R.N., to sell by Public Auction, on

MONDAY,

May 31, 1920, at 11.00 a.m.,
"KENTIS" No. 7, The Peak.

SUNDAY

Valuable Household Furniture,
etc., etc.,
therein contained,

comprising:—
Upholstered Drawing Room Furniture, etc., etc., Blackwood and Various Screens, etc. Bedroom Furniture, i.e.—Teakwood Wardrobes, Dressing Tables and Washstands, Teak Twin Beds with Box Mattresses, etc., etc. White Enamelled Iron Beds, etc., etc.

Also
Piano "in excellent condition"
Double Richman "practically new"
Lady's Carrying Chair complete with Cushions, Blinds, etc.
A number of Pots of Plants, "including some Japanese Varieties."
On view from Sunday 30th.
Catalogues will be issued.
Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.
Hongkong, May 29, 1920.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on

TUESDAY,

June 1, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, etc., etc.,
Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Doilies, Table Cloths, Linen Damask Serviettes.

Also
A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

And
Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)
Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.
Hongkong, May 29, 1920.

(FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,

June 1, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS-AND BRASS-MOUNTED BEDSTADS, TEAKWOOD "TWIN" BEDSTADS, CARPETS, etc., etc., comprising:—

Chesterfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, etc., (new Teakwood), Bed-boards, Dinner Waggons, Extension Dining Tables and Chairs, etc., Dinner Services, Crockery and Glass Ware, Cooking Stoves, Cutlery, etc., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamp, Blackwood and Teakwood "screens," a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also
Two Pianos, One Enamelled Bath, Camera, etc., etc.,
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.
Hongkong, May 29, 1920.

Take a "WALLA WALLA" BOAT to your ship. Phone No. 3516.

INTIMATIONS.

THE "STAR" FERRY CO., LTD.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-SECOND ANNUAL MEETING OF THIS COMPANY will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on WEDNESDAY, the 2nd June, 1920, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1920.

The Register of Shares of the Company will be CLOSED on WEDNESDAY, the 26th May, 1920 to WEDNESDAY, the 2nd June, 1920, both days inclusive. By Order of the Court of Directors.

W. S. BROWN, Secretary.
Hongkong, May 21, 1920.

REPULSE BAY HOTEL.

TO-DAY

SATURDAY, MAY 29th.

TEA DANCING from 4 to 7 p.m.
DINNER DANCE from 8 p.m.

SUNDAY, May 30th:
ORCHESTRAL CONCERTS
during
Tiffin and AFTERNOON.

HONGKONG JOCKEY CLUB.

"Larsen Subscription Grifins for Season 1920/1921."

LIST for intending subscribers to the above are now posted at the Racecourse, the Hongkong Jockey Club Offices and The Hongkong Club.

Should the number of horses subscribed for reach a total of thirty or more, the Stewards will adequately provide for same in next year's Programme. It is proposed to arrange that the horses arrive in Hongkong during the month of October.

In order to make the racing as open as possible no subscriber shall be permitted to take a financial interest in more than two of these horses, the cost of which will probably not exceed \$300 landed in Hongkong.

By Order,
G. W. GEGG,
Acting Clerk of the Course.

NEW LOAN OF 4 MILLIARDS

FRANCS

in
5% PREMIUM BONDS, CREDIT NATIONAL.

The Bonds are of 500 Frs. face value.

PRICE OF ISSUE 485 FRANCS

8 drawings a year amounting to

20,000,000 Francs

with the following prizes

1,000,000 Francs

500,000 "

200,000 "

100,000 "

50,000 "

The prizes drawn will be free of any taxes, present or future. The Bonds bear interest on and after the 15th of June, 1920.

Applications will be received till the 4th of June, 1920, by

THE BANQUE DE L'INDO-CHINE,

where full particulars may be obtained.

L. BERINDOAGUE, Manager.

Hongkong, May 27, 1920.

SAVARESS'S
SANTAL
CAPSULES
—PHYSICIANS RECOMMEND THEM—
Of all Chemists. Made in London.

MUMEYA.

Japanese Photographers.

All kinds of Photographic Work done in latest styles also Passport Photos.

Developing and Printing for Amateurs a Speciality.

No. 24, Queen's Road Central.

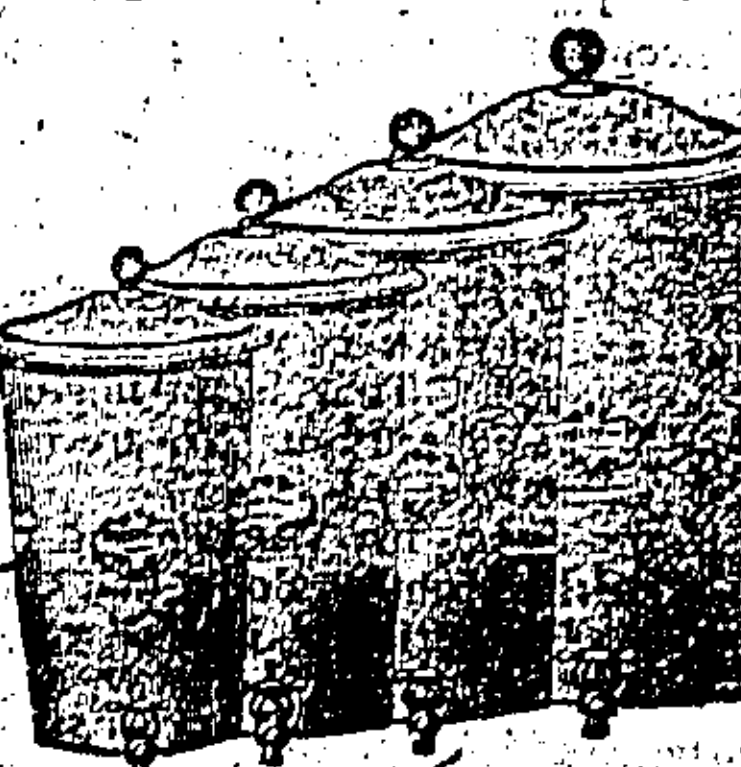
Tel. 254.

Just arrived

a large assortment of

FILTERS

1 1/2 Gallons up to 4 gallons



C. E. WARREN & CO., LTD.

Nos. 30 & 32 Des Vaux Road Central.

Established 1890

NOTICES TO CONSIGNEES.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO AND SEATTLE.

THE Steamship

"WEST HIMROD,"

having arrived from San Francisco, via ports, on May 23, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo per "West-Isis," from Seattle are hereby notified that their cargo was transhipped at Yokohama to the "West Himrod."

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on May 31, 1920, by the Company's Surveyors, Messrs. Carmichael & Clark.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after May 31, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building,

12, Des Vaux Road, Central.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "JACON,"

From CALCUTTA via RANGOON, PENANG, and SINGAPORE.

THE above mentioned vessel having arrived from San Francisco, via ports, on May 23, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 28th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 29th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,

As Operators, U.S. SHIPPING BOARD.

J. ORAM SHEPPARD.

Acting Agents.

Hongkong, May 27, 1920.

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional word 1 Cent for 3 insertions.

WANTED.

WANTED.—By well-known Importer, PIERCE GOODS ASSIS- TANT, capable of taking charge of department. Knowledge of local conditions essential. Excellent prospects for a suitable party. Apply Box 1107, "China Mail."

WANTED.—Immediately FIRST CLASS STENOGRAPHER LADY preferred. State speed and salary expected. Apply Box 1189, c/o "China Mail."

MRS. BASIL TAYLOR wishes to recommend her two No. 1 Cocks, both first class; House, Coolie; Amah; Gardener; and foot Chair Coolie. All free June 1. Apply 77, The Peak.

MOTOR CYCLE FOR SALE.

1 EXCELSIOR MOTOR CYCLE, 21 horse power, single cylinder, lamp, horn complete. In good running order and condition. Apply 49, A, Caine Road, "K."

LOST.

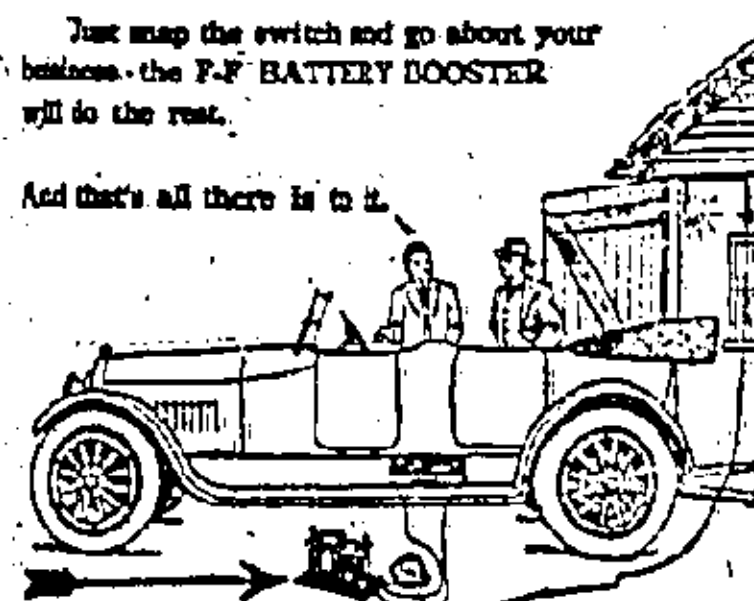
LOST.—SILVER CIGARETTE CASE, initials engraved J.F.C. at Repulse Bay Hotel, on Wednesday evening, May 12th. Owner values same as keepsake. Will kindly return to "China Mail" Office. Reward.

LOST.—At the Peak, a small Black & White JAPANESE POODLE. Answers to the name of "TODDIES." Finder will be Rewarded. Box No. 1200, c/o "China Mail."

TO LET.

TO LET.—Unfurnished or partly furnished 7-ROOMED HOUSE, on the Peak. Apply Box 1188, c/o "China Mail."

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.



Have Your Batteries

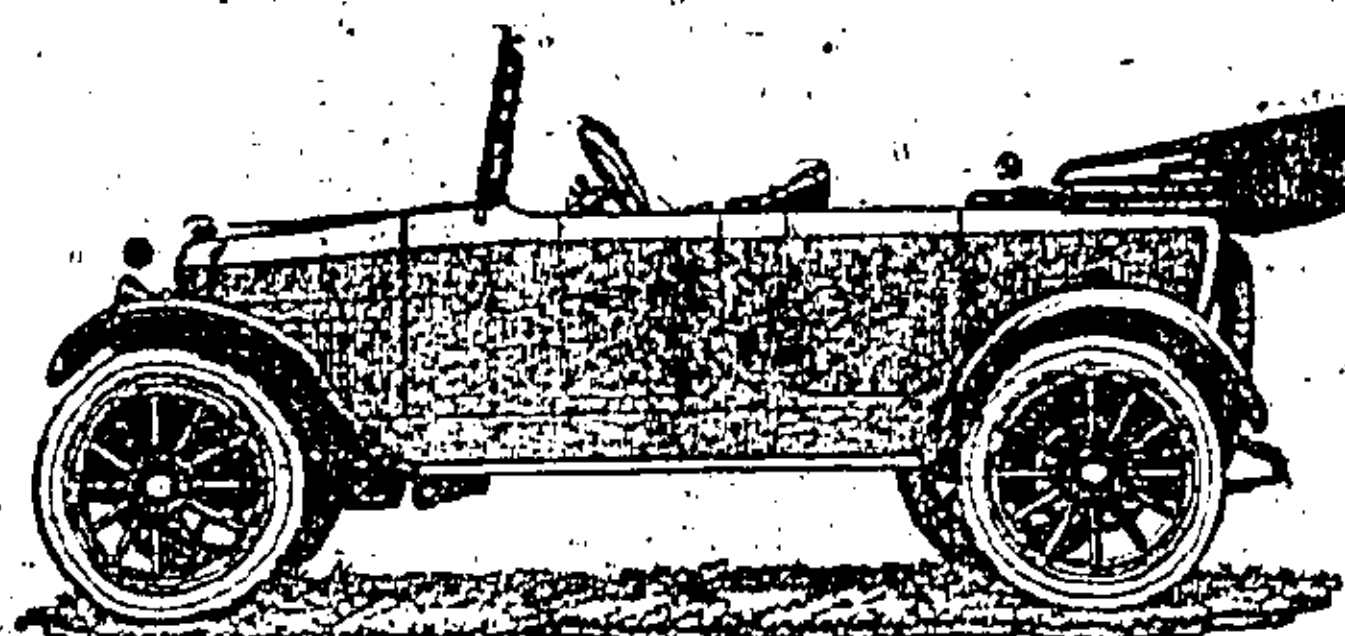
always charged by

just inserting the plug for both Hongkong & Kowloon Current.

UNION ENGINEERING CO., LTD.

York Buildings, Chater Road.

MAXWELL CARS.



If you own a Maxwell, you will wonder how so much comfort and long service, so much economy in petrol and tyres, so much beauty, can be built into this low priced Motor Car.

The answer is simple, 800,000 Maxwell Cars have been built upon the original simple chassis design without fundamental changes.

That is why the Maxwell owner knows he can expect his car to go on and on after other cars have long ceased to run—why he has come to expect very few of the troubles and expenses that many motorists experience. And his expectations are fully realized in the present Maxwell Car.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

John D. Williams & Company

Export Distributors

2 Rector Street, New York.

Cable Address: "Liamdum—New York."



More miles per gallon

More miles on tyres

SILVA-NETTO & CO., Hongkong, China.

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin, China.

THE SHANGHAI GARAGE CO., 4 Foochow Road, Shanghai, China.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

THE BON TON.

LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER

SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - - 37, Queen's Road Central.

Tailoring Department - - - 1, 3, & 5, Chiu Lung Street.

Phone 928.

Cable "BONTON."

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, SATURDAY, MAY 29, 1920.

HONGKONG UNIVERSITY.

The China Mail started the Hongkong University. This has been publicly and officially acknowledged. Therefore none but a fool would suspect us of any desire to injure our own offspring.

The China Mail started the present discussion of University affairs, with the object of getting certain things that are not good for the University put right. We had, and have, more information that we have used; but we were trying to "play the game."

The Registrar of the University published a letter which we mildly resented. It tended to discredit our statements, which were conservatively made, and well within the facts. We squashed that, and were willing to wait patiently for the Commission to sweep the chimney.

Now Professor Middleton Smith has published a ridiculous letter in this morning's paper, and our hands are forced again. Our readers would not forgive us if we ignored it, and of course they come first.

"I cannot and will not" enter into a newspaper controversy on matters which are sub judice," says Middleton Smith. Pretty rich, that, isn't it, towards the end of three solid columns of special pleading full of the veriest bunkum?

Towards the beginning he says one true thing, plumply and plainly. "Expenditure has exceeded income."

That covers all that we have said, and justifies it. How he can deny that there is "poverty" in face of that we cannot understand. When expenditure exceeds income there is usually bankruptcy.

He skates over the real trouble, ignores it, when making innuendoes about the "disloyalty" of students presuming to criticise.

Here is the position. A boy, or his parent, has chosen Hongkong University, in preference to America or elsewhere, on the faith of certain representations held out. He has committed himself to a certain expenditure of money and of time in return for certain promised benefits. The time is more precious than the money, because a boy cannot live his student years twice. Now if those promised benefits, w part of them, are with-

drawn, is it "disloyal" to complain. All that red-herring stuff about loyalty, caping, playing the game, etc., is an insult to the students and their parents.

We (China Mail) are responsible for reporting that the faculty of arts was to be cut out to make up for the extravagance of somebody or other. We heard it weeks and weeks ago, long before we published a word.

Now God alone knows whether it was or is true or not. Indications have pointed that way; but it is our duty, and our melancholy satisfaction, to point out that Middleton Smith announces that next year we shall still have three professors (one, in addition, on leave) eight full-time lecturers and two full-time tutors, a total of 13 for Arts.

If that is true, one ground of complaint by students and parents falls. We believe there was a proposal to cut out Arts, when the discovery was made that the income had been so extravagantly exceeded.

There is, of course, no question of killing our University. At the worst we should have to start afresh with more practical men better acquainted with simple arithmetic, and less fond of writing journalism.

There is that long passage about the light-house image, for example, in which we are solemnly informed that "it is much better to have a beam of light which carries a distance less than we hoped, than to have no light at all." Precisely. Then who the devil is responsible, seeing that they were on strict oil rations, for arranging a "beam" that needed so much more oil than that had? Moreover, and this should be the Commission's job, but you will see they'll shirk it, who was wasting oil?

It makes our blood boil to note the gibbiness and the superciliousness with which these people refer to "various unfounded rumours," well knowing that the rumours had foundations deep enough to warrant "sacking the lot." It might work for an erring schoolboy to plead with the birching master for "calm consideration," it didn't in our day. Such impudence would have meant extra swishes.

This business may be sub judice. We agree. We are helping to judge it. We have small faith in local commissions, which are usually mere whitewash contractors. Watch this one.

Who were the enthusiastic friends who persuaded "us" to commit the University to unguessed expenditure and what was the persuasion? Was it promises? Did the persuaders, on a promise

of \$10,000 per annum, jump into an expenditure of \$20,000?

Does Middleton Smith ever weigh his words, or does he merely turn on a tap? For instance, what impression does he intend to convey when he says, "for 20 years I have, in such scant leisure as has come to me, been a student of English literature, history, and economics?" That he has studied those subjects for 20 years? Or that his knowledge of them is as "scant" as the leisure devoted to them? That is typical of the whole article, designed to discredit such little bits of straight speaking as we have published. It is true the China Mail is not mentioned, but seeing that we were the paper to moot the matter, the object of the attack is plain enough. Well, of all the weapons that may be effective against the China Mail, let it be understood that gas, mere gas, is not one. Innuendoes about "friends or foes" are cheap. The China Mail, as mentioned already, is more than a friend—it is a parent—and it does not have to prove that its public spirited criticisms constitute it a foe. We have not attempted to "destroy" the University, so much as to destroy its destroyers. Nor have the students who have complained, with every right, and we are shocked at the effrontery with which this tactless professor tells them, "If you don't like it you may leave it." That is the only real instance of "crabbing" the University we have seen, and it comes, on top of the admission that expenditure has exceeded income, from a man who seems confident of persuading the Commission that "we shall spend the money wisely."

Nobody is likely to accuse us of exaggerated affection or respect for the Government, but we are unfeignedly glad that the Government is intervening and likely to exercise some control over the optimistic Mad Hatters who have been "spending the money wisely."

ADVERSARIA.

It is supremely important that our executive should have no influence over our judiciary.

If the Colonial Secretary appoint a cadet to a magistracy, and the magistrate afterwards learns that the executive desires a certain decision in a certain case, it is obvious that the cadet must be a strong man to persevere in impartial judgment. We would all be shocked at the idea of a British judge or magistrate taking a bribe. "Are we any better off with the type of magistrate who, with an eye to promotion in the service, is willing to decide cases as he believes the executive wishes them to be decided? That's for the system. Before we come to particular cases we will wait and see the executive's next move. We hear that certain changes proposed have again been changed; and in that case we need not say anything.

It would certainly be a shame to bring a competent sanitary inspector out from Home to a job worth only £200 a year, rising by annual increments of £15 to £230, with a war bonus of 15 per cent. (presumably soon withdrawn) and we are not surprised that the Crown Agents' advt. has excited adverse comment. At the same time, it has to be remembered that Weihaiwei is a very small place, and that the duties cannot be much larger than the salary offered.

A soft answer may turn away wrath, but not a soft drink.

After all, there is nothing to be ashamed of in shooting bishops. They belong to the period of court jesters, and should have gone out when they did, along with much other feudal furniture. They are anachronisms in silly aprons, who might be better men if they did not have to live down to their juba-trappings.

We appreciate the loyalty of the student who wrote the letter signed "A Friend," yesterday. We appreciate still more the smartness with which he utilized our own image to score a point. Then we point out that the "fire" at the University has to be put out with money, so that granted the best intentions, the professors he defended (against an imaginary attack) could do nothing. Who ever knew a rich University professor?

We may take it that although Mr. P. Lander has not offered any explanation of the "order" that gave such offence, any defence or apology for it, he is no longer proud of having issued it. The publicity serves to discourage that sort of thing. Will correspondents please note that there can be no point in further rubbing it in? To the latter one

whose letters have not gone in, our apologies, and this explanation.

Will those people who L.O.N. believe that "there must always be wars," and who seem to like the idea, please note that the L.O.N. is not a Utopian scheme to abolish war? Each nation member of it must always be prepared for war, to co-operate with the others in attacking any aggressive Power that assaults a weaker. The knowledge that there is such an international police force may deter some swash-bucklers, but the idea of the L.O.N. is to give the bellicose more war than they want, same as Germany got.

We invite "Students' ent." author of a letter in yesterday's China Mail, to consider (we do not say reconsider, for an obvious reason) his suggestion that the Irish question is rightly regarded as purely domestic. That is the argument of a wife-beater. No grave moral issue can be "purely domestic." As we have said before, and say again, the fault of America is not meddling too much but meddling too little. In the name of the "Monroe Doctrine," a principle which the development of the world has made obsolete, she is in danger of shirking duty. When Germany invaded Belgium, we did not regard it as a purely domestic question, nor does a policeman when he hears the shrieks of a woman suffering the attentions of a wife-beater. Ireland is the wife. She is full of most unpleasant tantrums. But our present treatment of her looks like a case of wife-beating. Any bona-fide American protest or suggestion, not made as a vote-catching dodge, would be more chivalrous than impudent. The Italian civil war of 1860 was "purely domestic," but two British warships, the Intrepid and Argus, butted in to protect and facilitate the landing at Marsala which led to Italian unity, and ended in Garibaldi being worshipped in London four years later. It is not enough to hit upon an argument that seems in favour of your sympathies. You must weigh it. You must think. However, being still in the enviable position of a student, you can go on studying. Write again. Always glad to hear from you younger men, to whom we look for the commonsense and the nobler ideals of the future. Beware of repeating the blessings of the old men. Their world has gone, dropped from under them during the great war, and they are unconscious of it. They still keep on jabbering the formulas of a dead and gone world. Think it over. God bless you.

Reverting to something above, it is indeed a solemn thought, given to us by Acting Sergeant, that empire means responsibility to God, and the greater the empire the greater the responsibility. The solemnity of the thought is intensified when the thought is really thought about. The Empire Day glowing over an empire "on which the sun never sets" is one thing. You may consider how far it is necessary or helpful to an already vainglorious and arrogant people. Now consider this thought, that we have responsibilities on which the sun never sets. Is it not chastening, humbling, stimulating? That is the point of our objection to the usual Empire Day bosh. That is the line we (and we trust the Acting Sergeant) would prefer to have emphasized. Read, in this connection, the Parable of the Talents.

Shanghai A.D.C. put on May 22, very successfully. It is to be noted that Hongkong's help was valuable. The Hongkong A.D.C. lent a special curtain, and Mr. W. Sinclair designed the first and second acts.

An Singapore paper has raised objection to the use in the Government Gazette of the phrase "His Majesty's Government," as applied to Crown Colony business. It would prefer the phrase "His Majesty has been pleased to approve," or even "with the approval of His Majesty's Secretary of State." As the business in hand was the recognition of the new American Consul at Penang, we see nothing wrong with the phrase "His Majesty's Government." If there is to be any purist reformation in official phraseology, why retain the old-fashioned word "Majesty," which applies properly to no one man? "Majesty" and "Excellency" sound, in twentieth century ears, very like the German "All-Highest," that we laughed at so much lately. The "Serene Majesty" of the Taosy Kaiser hardly fitted our irritable little man with a bullet-head, a sore throat, a withered arm, and the conceit of a popinjay.

A friend contributes WATER. The following "on a postcard" Water is the purest and best of all things that God created. "I have seen it glis-

ten in tiny Tear Drops on the sleeping Lids of Infancy. I have seen it trickle down the blushing Cheeks of Youth, and go in rushing Torrents down the wrinkled Cheeks of Age. I have seen it in tiny Dew Drops on the Blades of Grass and Leaves of Trees, flashing like polished Diamonds when the Sun bursts in resplendent Glory over the eastern Hills. I have seen it trickle down the Mountain Sides in tiny Rivulets with the Music of liquid Silver striking on Beds of Diamonds. I have seen it in the rushing River rippling over pebbly Bottoms, purring about jutting Stones, roaring over precipitous Falls in its mad rush to join the mighty Father of Waters, and, in the end, Sweep to join the Ocean. And I have seen it in the mighty Ocean, on whose broad Bosom float the Battle Fleets of all Nations, and the Commerce of the World. But, my Friend, I want to say to You, that as a Drink, it is a Failure.

LOCAL AND GENERAL.

Today's dollar is worth 4s. 1 1/2.

Taking \$17.40 subsidiary coins to his sick mother in the country (so he said) a Chinese was arrested on On On wharf. Money confiscated.

Inspector Davitt charged a Chinese with having two revolvers and 200 cartridges. Mr. A. E. Hall defended. Six months' hard labour.

R. B. Donnell beat R. W. Sinclair in the championship competition of the Singapore Cricket Club tennis tournament by 6-1, 6-1. The match was witnessed by H. E. Sir Laurence and Lady Guillemard.

Charged before Mr. R. O. Hutchison at the Magistracy this morning with the unlawful possession of 40 tablets of prepared non-Government opium, a Chinese was fined \$2,000 or six months. The drug was confiscated. The defendant was seen at 4.30 a.m. by a European Sergeant landing on a wharf off Salisbury Road, Kowloon. As soon as he saw the Sergeant, the defendant ran. Chase was given and he was arrested.

The work Captain and Mrs. Basil Taylor have done for the Devastated Villages of France, received recognition yesterday when they received from the French community of Hongkong a magnificent silver cup, about eighteen inches high. The gift was accompanied by a letter from Mr. Hauchecorne, Consul General for France, in which he expressed the gratitude of the French community not only to the recipients of the cup, but to all those who had worked for and subscribed to the Hongkong Fund for war Devastated France.

IMPORTS.

The Chamber of Commerce publishes the following figures as supplied by Importers:

Cotton piece goods and fancy cotton goods.

The Market is very dull. No sales have been recorded during the past fortnight and dealers want a great deal of urging to clear bought cargo. The Manchester market is quiet but remains firm. Cotton was last quoted at 26 1/2.

Cotton yarn.—Dealers have confined purchases to meeting urgent requirements only, and values show a further decline of about \$5.00 per bale all round.

Quotations are:—No. 10s \$195/225. No. 12s \$205/235. No. 15s \$250/280. No. 20s \$265/310. Arrivals 7,000 bales. Sales 1,500 bales. Shipments nil. Unsold stock 7,000 bales. Bargains 15,000 bales.

Woolens.—Small enquiry about but little business finding its way into the order books.

Raw Cottons.—The market is practically unchanged. Quotations are nominal at \$37/40 for Indian and \$40/45 for Chinese descriptions.

Metals.—Market remains quiet. There have been sales of Tinplates at \$12 to \$12.50; but the market is not keen. There is practically nothing to be done forward in any line. Large quantities of material contracted for many months ago are still to come forward. There seems to be some doubt as to whether some of these parcels will ever come forward. In the meantime nothing can be done.

FLOUR MARKET REPORT.

Stock: About 260,000 sacks. Quotations:—American Patent \$4.10 per sack; American Cut off \$3.40 per sack; American Straight \$3.40 per sack; Japanese 2nd Patent (old stock), Japanese 3rd Patent, Japanese Straight, Shanghai Flour, 2nd \$3.15 per sack, Shanghai Flour 3rd, Australian No. 1 \$3.40 per sack, Australian No. 2 \$3.20 per sack, Australian No. 3.

Two new Launches are being built for the "WALLA-WALLA" Co., Ltd. (Phone No. 3514).

INTERESTING ARMS CASE.

SHIP'S BOY CONVICTED.

At the Magistracy, before Mr. N. L. Smith yesterday afternoon, the hearing was concluded in the case in which a Chinese seaman was charged with the unlawful possession of a Winchester Rifle, two revolvers and 1,341 rounds of ammunition. It will be remembered that at the previous hearing, it was stated for the prosecution, that the defendant engaged a sampan in charge of a 13-year-old girl, to go to the ss. "China," from which ship he transferred to the sampan a basket and a parcel. Arrived at shore, he asked the girl to look after the basket and parcel for him while he went on some business. Some Revenue Officers searched the sampan at eight o'clock at night, and took the girl and her godmother into custody. As the result of certain information received subsequent to the women's arrest, the defendant was arrested the same night in a house in Square Street.

The case for the prosecution having closed, Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) opened the defence yesterday afternoon, and said that the case was very peculiar in one of two aspects, and it seemed to him that the key to the solution of the puzzle was the answer to the question: "How is it that defendant's arrest was effected on the identification of the boatwoman's husband, who had never previously seen him?" It was stated by the prosecution that the only person in the sampan at the time the defendant engaged it was the 13-year-old girl. It seemed to him therefore that the only person who could identify the defendant was the girl, and curiously enough, she did not accompany the Revenue Officers to the house in Square Street to make the arrest. Mr. Jenkin suggested that the boatwoman's husband, knowing that unless some satisfactory explanation were forthcoming he would be in unlawful possession of the arms, and learning that the basket and parcel containing the arms had been put on board the sampan by a Chinese employed on the ss. "China," went with the revenue officers to a club in Square Street frequented by the Chinese crew of the ship. On arriving at the Club the boatman asked if there was anyone from the "China" and defendant who happened to be there, answered him. Defendant was enticed by the man into the street and was arrested. Mr. Jenkin reminded his Worship that a prisoner's evidence need not be convincing, but if it was reasonable he was entitled to be discharged.

Giving evidence in his own defence, the defendant said he was a bathroom boy employed on board the ss. "China." When they arrived in port on the 18th inst., he came ashore with the intention of remaining ashore until the ship sailed. He did not go on board the ship on the 22nd neither did he expect a parcel from the ship that evening. He knew nothing about the basket and parcel which the prosecution alleged he had put on board the sampan.

His Worship said he did not believe the girl's story that she was ignorant of the contents of the basket and parcel, which were left in her sampan. He was, however, satisfied with her evidence as to the identification of the person who had left them on her boat.

Mr. Jenkin said that if his Worship was not satisfied with a certain portion of the girl's evidence then his Worship should not accept the rest of the statement as true. At the previous hearing the girl in answer to Mr. d'Almada's question, stated that she saw defendant in the custody of the revenue officers before she was called to identify him; but later she denied it. Mr. Jenkin severely criticised this saying that it undermined the value of identification. The witness made a mistake on the most vital point which was the only evidence connecting defendant with the arms.

Mr. Smith said that the girl had probably made a mistake. She was only thirteen years of age. She corrected herself later.

Mr. Jenkin said his client had made a different statement, which should have been contradicted by the boatwoman's husband, who was the only person in a position to do so; but the prosecution had withheld the witness for reasons which he (Mr. Jenkin) failed to apprehend. As it was, the Court had been prevented from obtaining information concerning the means by which the boatwoman's husband identified defendant. The question was whether the prosecution was proceeding against the right man. This fact, coupled with the girl's should be sufficient to justify his Worship in discharging defendant.

His Worship once more remarked that the girl was very young.

Mr. Jenkin: "That is the misfortune of the prosecution. We are not responsible for it."

Summing up, his Worship said he had not the slightest doubt that the case was a perfectly genuine one. He then read to Mr. Jenkin part of Chief Preventive Officer "Willie" Williams' evidence to the effect that the girl was called from her sampan to identify the defendant. Of course the girl might have seen a number of men go into the Inspector's office, but it was too dark at the time for

SPECIAL CABLES.

THE COLOMBO.

[China Mail Special]

SINGAPORE, May 28.
H.M.S. "Colombo," with the flotilla, is proceeding to Hongkong.

MALAYAN ELECTRICITY SCHEME.

[China Mail Special]

SINGAPORE, May 28.
The Government announces the probable introduction of a large electricity scheme for Malaya, for which it hopes to employ water power.

NATIONALISATION OF CREDIT.

PRIZE ESSAY COMPETITION.

The Travers-Borgstrom Foundation at the University of Bern has instituted prizes for the best critical studies on the organization of the credit of a particular country with definite proposals on the carrying out of its nationalization. Three principal prizes amounting to 25,000 frs., 20,000 frs. and 10,000 frs. have been fixed; besides there will be fifteen accessory prizes of 3,000 frs. each. An international jury will award these prizes for the presentation of the essays after the lapse of the term, now prolonged up to the 31st of March 1921. The essays are to be written either in English, German or Italian. Further details on the Regulations of the Foundation may be had on applying to the secretary.

PRESENTATION TO MR. J. W. JAMIESON.

Mr. J. W. Jamieson, C.M.G., L.L.D., who has been His Britannic Majesty's Consul General at Canton for the past eleven years, and who is shortly leaving on furlough, was the guest yesterday at a reception held at the Canton Club by the British firms and a number of British subjects in Canton.

During the reception, which was largely attended by representatives from all British firms, Mr. Jamieson was presented with a silver salver, as a token of the high regard in which he is held by the business community, and also as a mark of esteem from all those who have appreciated his valuable co-operation and help during his long tenure of office. The presentation was made by Mr. H. Staples Smith.

GOVERNMENT GAZETTE.

THE G'BT OF IT.

Mr. Karsten Larsen is recognized as Acting Consul for Denmark. Mr. K. E. Greig joins the Economic Resources committee.

Mr. A. L. C. de Albuquerque is recognized as Consul for Portugal. Mr. William Russell acts as Government Marine Surveyor.

Mr. M. J. Breen is hon. sec. of the War Memorial committee.

About 100 masters, mates, or engineers passed local exams during 1919.

"MONTEAGLE" DUE SUNDAY.

The ss. "Monteagle" Canadian Pacific Ocean Services, 12,720 displacement tons, is due to arrive at Hongkong on Sunday afternoon, May 30, from Vancouver, B.C., via Japan Ports and Shanghai.

She is scheduled to leave Hongkong on her return voyage to Canada, via Ports, on June 2, and will arrive at Vancouver on July 2.

N.Y.K. SHIPS.

The ss. "Portland Maru" of the N.Y.K. Bombay line, left yesterday for Kobe, via Shanghai, with mail on board.

The ss. "Kamakura Maru," of the Liverpool Line of this company, 5,830 tons, leaves to-day for Liverpool and Marseilles, via Singapore, Colombo, Suez and Port Said, with mail on board. She is equipped to accommodate 27 first and 700 third class passengers.

her to receive any signs as to whom she should pick out.

Mr. Jenkin said that it would be improper to convict the defendant on the unsupported evidence of the girl alone. He asked his Worship to consider the pros and cons of the case first.

Mr. Smith said that his mind was already made up, and he would not convict the defendant. A fine of \$50 or six months' hard labour was imposed.

COMPANY MEETINGS.

PEAK TRAMWAYS CO. LTD.

The annual general meeting of the Peak Tramways Co. Ltd. was held at 11.30 a.m. to-day at the Hongkong Hotel. Mr. E. Clarke presided, and there were present Mr. A. O. Lang, Mr. A. S. Gubbay and the Hon. Mr. John Johnstone, Directors, Mr. G. Rapp, Secretary, Messrs. J. A. Tarrant, W. Morley, J. D. Humphreys, M. S. Northcote, J. M. Wong.

The notice convening the meeting having been read the Chairman said:—Gentlemen, The statement of accounts and auditors' report having been in your hands for the past week, I will, with your permission adopt the usual course and take them as read. Traffic receipts show an increase of \$25,282.72 and the net profit for the year shows an increase of \$8,773.75. The previous year's accounts benefited to the extent of \$6,516.80 profit on investment realised, whilst in the year under review no sales of shares took place. Turning to the debit side you will notice coals and stores are \$1,125.39 up whilst maintenance and repairs are \$3,290.55 higher. The increase in this account is part cost of work in connection with the retaining wall above Barker Road Station which it was found necessary to erect owing to a landslide at the cutting at this point, during the heavy rains early in July. Wages are \$3,382.15 up and there seems little likelihood of any reduction in this item in the future.

Stations Crown Leasehold Buildings you will notice are \$8,908.76 higher than the previous year. This amount which was the cost of the new station at Barker Road was previously included under the heading "Repairs and Maintenance."

Shares in public Companies have been written down to the market price ruling on April 30 and the loss debited to Investment Fluctuation account.

I trust that the proposed transfer to Reserve Fund of \$10,000.00 will meet with your approval. The present engines and cars will in the near future have to be replaced so I am sure you will agree with me as to the advisability of building up this fund.

I do not think there is anything else in the accounts before you that calls for special comment, but before proposing the adoption of the report and statement of accounts I should like to place on record our thanks to the men of the Navy and Army who assisted us during the recent strike, without their help we should have had to close down entirely.

With these few remarks, Gentlemen, I beg to propose that the Directors' report and statement of accounts as presented be adopted. After this has been seconded, but before putting it to the meeting, I shall be pleased to answer to the best of my ability, any questions shareholders may like to ask.

Mr. Northcote: Mr. Chairman, I have much pleasure in seconding the adoption of the report and accounts.

The Chairman: The adoption of the report and accounts has been proposed by myself and seconded by Mr. Northcote and is now before the meeting for discussion if any shareholder has any questions to ask. There being no questions I will put the motion to the meeting. Those in favour kindly hold up their hands. Against? Carried unanimously. The next business is the election of Directors. I beg to propose that Mr. J. Scott Harston, Hon. Sir Paul Chater, C.M.G., Mr. A. O. Lang, Hon. Mr. John Johnstone and Mr. A. S. Gubbay, be re-elected Directors.

Mr. Morley: I beg to second the re-election of the retiring Directors.

The Chairman: It has been proposed by myself and seconded by Mr. Morley that the gentlemen whose names have been read out be re-elected Directors. Those in favour please signify. Against? Carried unanimously.

Mr. J. A. Tarrant: I beg to propose that the Hon. Mr. A. R. Lowe and Mr. C. Bernard Brown be re-elected auditors for the ensuing year at a remuneration of \$150 each per annum.

Mr. J. M. Wong: I beg to second. The Chairman: It has been proposed by Mr. Tarrant and seconded by Mr. Wong that the retiring auditors be re-elected at a remuneration of \$150 each. Those in favour please signify. Against? Carried unanimously. That is all the business, gentlemen, thank you for your attendance. Dividend warrants are now ready.

ONE AGAINST US.

The China Mail is always glad to have its shortcomings pointed out. Criticisms are always welcome. Thus it is that opportunity is taken of correcting a misleading impression that might have been gathered from the advertisement published yesterday about flying. Beneath the picture of a seaplane flying upside down were the words "Safety: No Stunts." The advertisement, it has been pointed out, "was a contradiction of itself." The Ricco Company is indulging in no stunts on passenger flights. The motto is "safety first." No doubt the pilots can fly upside down quite comfortably but they are not doing it at Repulse Bay during next week. Flights may be booked at either the Hongkong Hotel or Repulse Bay Hotel.

WRECK OF THE FAUSANG.

The s.s. "Fausang" of the Indo-China Steam Navigation Company, struck and grounded on the rocks near Hoihow, while en route from Hongkong to Hongkong with 2,000 tons of coal on board, on Thursday, May 27th.

The s.s. "Jade" Captain Cornillon, passed near the scene of the wreck, and upon arrival here, the Captain said that he passed the vessel at a distance of about four miles. Whistles were being sounded and he noticed standing by the "Fausang", the s.s. "Hok Canton". The "Jade" did not approach the "Fausang" as the s.s. "Hok Canton" was standing by.

The Naval authorities despatched the H. M. S. "Fame" to the scene, having on board as passenger Captain Wheeler, the Marine Superintendent of the Indo-China Company.

The s.s. "Wing Sang" has been despatched by the Indo-China Company, with a salvage party and supplies on board to try and effect the flotation of the stranded vessel. The damage is said to be serious.

Owing to the small wireless set carried by the destroyer "Fame," difficulty of communication is expected, and no word up to press time to-day had yet come through regarding the situation. It is probable that information will be available by Monday.

The European officers are still on board, but the Chinese crew has been brought to Hongkong. It is understood. The "Fausang" is a vessel of 3,000 tons. Latest reports indicate that her holds and engine room are flooded and that the ship is quite badly damaged.

THE ROTARY SCRAPER MACHINE.

An interesting demonstration was given recently with the Rotary scraper machine on the bottom of the Isle of Man steamer "Viking," which was lying in one of Messrs. Cammell Laird's dry docks at Birkenhead. The demonstration had been arranged by the Marine Aircraft and General Equipment Co., of Liverpool, and was carried out under directions of Captain A. Angers, M.I.E.E. A number of representatives of Liverpool and Manchester firms were present, and closely watched the operation of this new device. It was generally agreed that the machine was not tested under the most favourable conditions, inasmuch as those working it were in no way familiar with its handling. However, sufficient proof was shown that the scaling of rust off steel or iron could be done in a far more expeditious and satisfactory manner than under ordinary circumstances. An interesting feature was a test between the Rotary scraper and a pneumatic tool supplied by the yard officials. A square patch was marked off on the side of the "Viking" for each machine to scale. When these were finished, although there was not much difference in the time occupied, it was found that the space done by the Rotary scraper was with-out a mark on the steel, while that done by the pneumatic tool showed the marks cut into the steel by every blow of the tool. It is disadvantageous also applies where the old method of the chipping hammer is employed, for it tends to further dent and pit the plates, and drive small particles of rust into the indentation, and, as is well-known when rust is left under the paint it continues its corrosion, and soon causes the paint to peel off, making a new costly cleaning and painting necessary. The importance of a thorough cleaning therefore cannot be over-estimated.

One of the most striking features of the "Rotary Scraper Machine" is the surprising simplicity of its construction. It consists of the following four main parts:—Electric motor to supply the power; set of tools to perform the work called for; flexible shaft to transmit the power from the motor to the tools; means to support and move the machine while operating it. The electric motor, specially built, developing approximately one-half h.p., can be furnished for any current and voltage required. The D.C. motors revolve 4,000 r.p.m. The A.C. motors run with a speed of 3,500 r.p.m. The motor is controlled by a snap switch; 75 feet of cord with the necessary sockets and plugs are supplied with each machine. The set of tools consists of three hammer tools, round or sharp at the buyer's option, one steel wire brush, one emery wheel, and one buffing wheel. The hammer tools consist of a spindle with a three-cornered centre with one round at equal distance from the centre and at an angle of 120 deg. are three round bars, serving as bearings for 12 hammers, four of which are hung on each bar. These bars are easy to detach from the spindle for replacing of the hammers.

As a result of a demonstration recently carried out in London, it is stated that the Rotary scraper has been adopted by several steamship owners in London. It is also extensively used in the shipyards of the United States. The sole agents in Liverpool are the Marine Aircraft and General Equipment Company, of 5, Richmond Street.

CHEMICAL SCIENCE AND MARINE SALVAGE.

During the war it was necessary, for obvious reasons that the operations of the Salvage Department of the Admiralty should be kept a close secret, but, since the armistice, many interesting articles of a more or less technical nature have appeared in the Press. In this way the general public have learnt, to some extent, of the wonderful work which was carried out by this department. The part which chemical science played in assisting these great achievements is not, however, generally known. During 1917 an increasing number of torpedoed and mined vessels had to be dealt with, and the Admiralty had in readiness additional salvage steamers fully equipped with modern gear and appliances. It soon became evident, however, that the problem of dealing successfully with such a large number of decomposing cargoes could not be solved by existing methods, as it was necessary to eliminate the dangers arising from: (a) Poisonous, asphyxiating and inflammable gases; (b) pungent, irritating and nauseating smell; (c) infection; (d) spontaneous combustion.

The first consideration was to ensure the safety of the salvage party, failing which it might have been impossible, in many cases, to save the vessels; but the recovery of the maximum amount of foodstuffs and other priceless commodities was a question of equal importance. Energetic steps were taken to prevent accidents, but the precautions proved inadequate, several casualties occurring with fatal results.

Towards the end of 1917 a chemical manufacturing company, Germinol Products, Ltd., of London, approached the Salvage Department, and requested facilities for demonstrating the efficiency of a new process which they believed would fulfil all requirements. The experiments took place on a large torpedoed steamer, laden with wheat and cottonseed, at which salvage operations and the discharge of the cargo, were being seriously hampered by deadly gases and obnoxious smells. The results obtained were so highly satisfactory that from that time onward until the end of the war the "Germinol" process was used exclusively on every wreck where decomposing cargo had to be dealt with.

The treatment consisted, in the first instance, of spraying the entrance to all affected compartments with a fluid compound called "Germinol" which is colourless, odourless, non-explosive, non-inflammable, non-volatile, non-caustic and non-poisonous when used according to instructions. It was applied under pressure through a vaporising jet, and immediately destroyed all noxious gases, germs and smells. It was mixed with clear fresh or salt water in strengths varying from 1 to 20 to 1 in 10, and the quantity of diluted fluid used was small on account of the very fine jet. The preliminary spraying enabled the salvage party and the stevedores to start their respective duties in absolute safety; consequently it will be appreciated that in such cases the dangers were ever present, but could not be seen or realised by sense of smell, a feeling of security and confidence once established was a most important factor. The spraying had to be continued in conjunction with the discharge of the cargo, as re-entraining gases and smells were liberated by moving the cargo during the progress of the work. In addition to this, it was possible to eliminate all risk of spontaneous combustion, although some of the vapours evolved were highly inflammable.

The after treatment of many of the cargoes was a highly important matter, and, generally speaking, damaged meat was the most difficult to handle. Exhaustive experiments were carried out with "Germinol," and the results had far-reaching effects. It was proved to be a powerful preserving agent, immediately staying decomposition for a lengthy period after the carcasses had been treated. This enabled the damaged meat to be transported in large quantities in an odourless condition by rail in open trucks or barges to convenient centres, where most valuable by-products were extracted. A large number of vessels and cargoes were dealt with, the method adopted varying according to the circumstances of the case, and notwithstanding the great difficulties which had to be overcome, the results aimed at were always attained. There was not a single complaint, and the only fatality which occurred was an isolated case where several lives were lost through instructions not being complied with. On the conclusion of naval salvage operations in home waters, Germinol Products, Limited, received from the Admiralty a letter of thanks and appreciation as a recognition of the valuable services which had been rendered.—*Journal of Commerce.*

"SWINGING THE LEAD."

SOLDIERS' SOREMS FOR PRODUCING SKIN DISEASE.

Some of the tricks for deceiving the doctors practised in the Army, by "lead swingers," are given away by Dr. Haldin Davis in the current British Medical Journal.

He quotes the following ingenious methods of initiating skin diseases, discovered by doctors attached to other armies than the British, in which he says the practice was not particularly common:

Scabies.—By picking the skin with a needle and rubbing in brine.

Pustular dermatitis.—By rubbing in croton oil.

Eczema.—By rubbing in iodoform, mercury, or such irritants as turpentine, petrol or sodium sulphide.

Abscesses.—Produced by inserting into the skin thread, horsehair or splinters and a hypodermic injection of turpentine or petrol.

Bruises.—Often produced by repeated tapping with a hard object upon the same place.

Pensioners, according to Dr. Davis, still yield in many cases to the temptation of artificially producing skin disease. Two of them recently came under his care, and both gave a history of treatment in many hospitals. Dr. Davis adds that the men were in both cases treated for a few weeks, after which they declared their ulcers were again much worse. On examining one case he came to the conclusion that the man had been applying carbolic acid to the wound on the end of a match.

GOOD-BYE TO BOBBED HAIR.

RUSH TO RESTORE SHORN TRESSES.

There is consternation, says the *Weekly Dispatch*, among the ranks of bobbed hair enthusiasts. They have been thrown into a flutter by the announcement from Paris that bobbed hair is giving place rapidly to the Grecian coiffure. Hair takes months to grow to a respectable length. With the aids of pads, etc., it may be done up to show greater bulk, but not in styles to rival hair that has not been cut. Already, therefore, women who consider that to be out of fashion is to be worse than criminal, have started courses of "intensive culture."

We have had numbers of young women during the past few days," said a West End coiffeur, "who all want to know how to re-grow their shorn tresses. Preparations that promote the growth are advised, but the most popular treatment is the electrical. It undoubtedly makes the hair grow at double the ordinary speed. But it costs 7s. 6d. a time.

TO-DAY'S ADVERTISEMENTS.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Championship Singles, Challenge Round.

The match, weather & ground conditions permitting, will be played on TUESDAY, 1st June.

TO LET.

TO LET.—TWO OFFICES, ground floor, corner of St. George's Building, facing Ferry. Apply—SHEWAN TOMES & CO.

Hongkong, May 29, 1920.

LAMBERT BROS., Auctioneers.

Hongkong, May 29, 1920.

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Hongkong, May 29, 1920.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "CHINA MAIL" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "CHINA MAIL" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "CHINA MAIL" will be charged for at the rate of 8s. each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

INTERNATIONAL Competition on the "Nationalisation of Credit."

A critical study of the Organisation of Credit in a given country and proposals for its Nationalisation.

Three prizes: 25,000 frs., 20,000 frs., 10,000 frs. and 15 accessory prizes of 3000 frs. each.—Competition open until March 31st, 1924.

International Jury.—Rules forwarded on application.

Travers Borgstrom Foundation, University of Bern.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, May 31, 1920, commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street,

250 cases Yellow Bar Soap,

8 do Double Toilet Soap,

27 do Buttercup Brand Condensed Milk,

1 do Cassia,

3 do Salmon,

10 do Condensed Milk,

9 bags Super-phosphates,

5 cases Soft Soap,

1 roll Asbestos Cloth 1/16"

1 do Asbestos Metallic Cloth 1/16"

6 boxes Tea,

39 cases Cocoa and Milk,

20 do Fluid Magnesia,

20 do Eucalyptus Oil,

20 do Window Glass,

40 doz. Perfume,

180 bags Tin Ore,

5 Gasoline Lamps,

6 pcs. Auto Tyres,

6 do Air Tubes,

1 pkgs Knitting needles.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, May 29, 1920.

Hongkong, May 29, 1920.

Hongkong, May 29, 1920.

NOTICES.

SPECIAL SALE

OF

BLOUSES

STARTING ON

MONDAY,

MAY 31st.

FOR THREE DAYS ONLY.

25% REDUCTION

LANE, CRAWFORD & CO.

COLUMBIA

NEW RECORDS RECEIVED.

- | | | |
|--------|---|---|
| A 1516 | {Cohen on the 'Phone
'Happy 'Tho Married | Comic |
| A 2251 | {Simplicity
'Lardita Valse | Whistling Solo |
| A 2494 | {The Boy & the Bird
'In the Valley of Sunshine | Descriptive Princes Band
Tenor Solo Heavy Burr |
| A 2385 | {Peggy
'Say it with Flowers | C. Harrison |

THE ANDERSON MUSIC CO., LTD.

16 DES VŒUX ROAD. TEL. 1322.

RE-UNITE THE ISLAND OF HONGKONG.

BY

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7—passenger Motor Car \$12 00

OAKLAND, 6—passenger Motor Car \$ 8 00

Phone 2499. BREEZY GARAGE,

161, Des Vœux Road, Central,

(next to Sincere Co., Ltd.)

FANCY

BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 187.

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. OLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old fair of orders grey

Would have waived the flagon of wine away

And unsold himself as any 'man pan'

With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:—

GANDE, PRICE & COMPANY, Ltd.,

Tel. No. 188. 6, QUEEN'S ROAD, CENTRAL.

DON'T FORGET TO-NIGHT

"THE EXPLOIT OF A GERMAN SUBMARINE U35"

OLIVE THOMAS IN "TOTO"

HONGKONG THEATRE

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	18th June	MAHARAJA LONDON & A'warp.
"NELLORE"	7,000	18th June	MAHARAJA LONDON & A'warp.
"KARMALA"	9,000	27th June	MAHARAJA LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	30th May, at 1 p.m.	Straits, Rangoon and Calcutta.
"ARRATON APCAR"	4,800	3rd June	

EASTERN & AUSTRALIAN SAILINGS (South)

"KIDDERPOLL"	5,300	2nd June	Sydney via Sandakan, Thursday Island, Brisbane.
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SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,000	2nd June	Shanghai and Japan.
"DEVANEA"	8,100	18th June	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

** Call at Antwerp.
Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of the P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passage Reservations not more than 21 days in advance will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

28, Des Vaux Road Central, HONGKONG.

Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAJIMA MARU (Callings Manila & Keelung) Wednesday, 20th June, at 11 a.m.
KATORI MARU (Callings Manila & Keelung) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU Friday, 11th June, at Noon.
INABA MARU Friday, 25th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU Saturday, 26th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAMURA MARU Saturday, 29th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 23rd June, at 11 a.m.
NIKKO MARU Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murooro, San Francisco, Panama & Colon.

KAWACHI MARU Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU Thursday, 10th June.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU Wednesday, 2nd June, at 11 a.m.
AWA MARU Wednesday, 2nd June.
SHINZUI MARU Saturday, 5th June.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YAMADA, Manager.

Telephone Nos. 227 & 228.

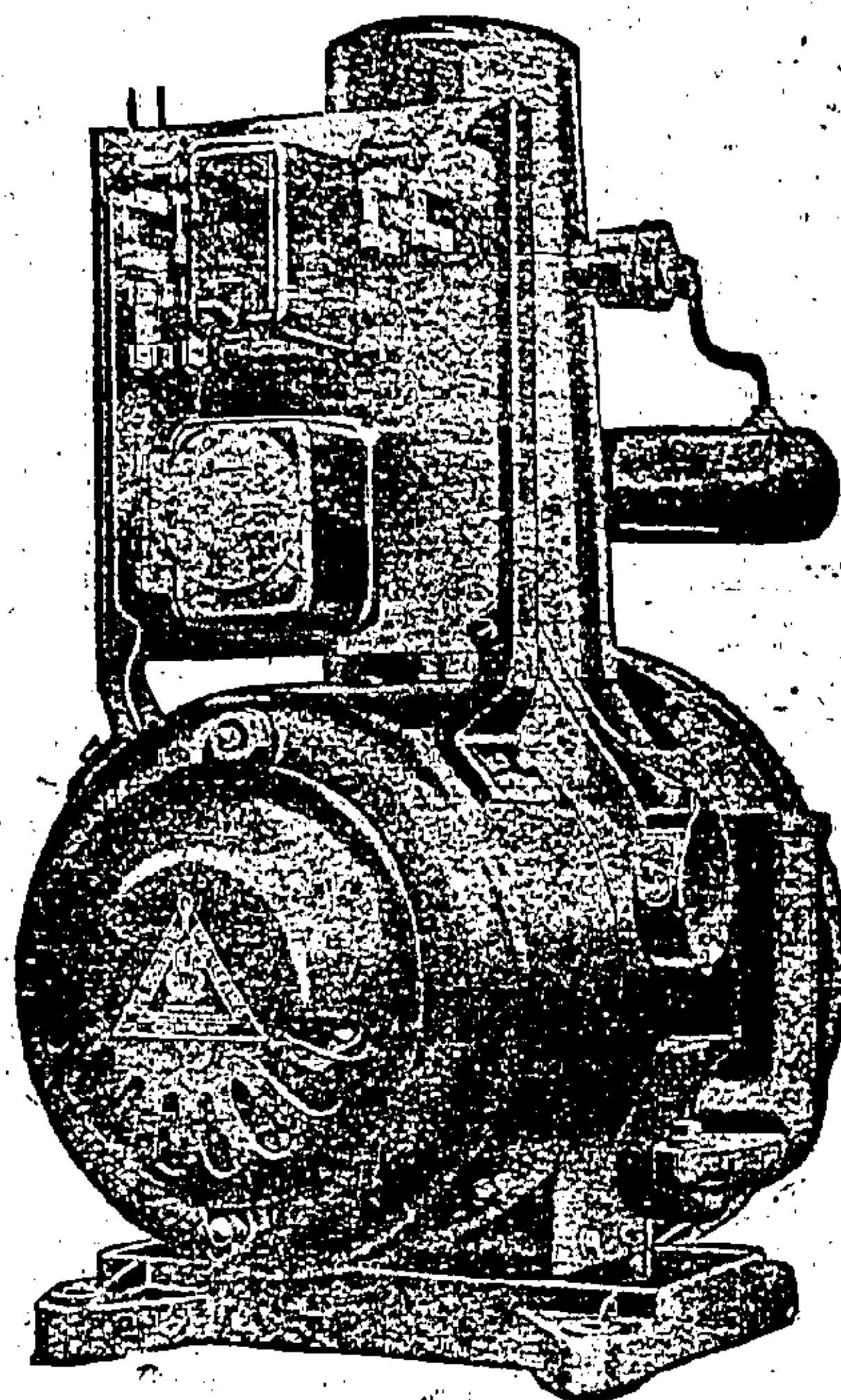
VESSELS ADVERTISED AS LOADING

ORIGIN	VESSEL'S NAME	FOR PASSENGER SERVICE TO	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Shigeru Maru	Toyo Kisen Kaisha	On 17th June.
San Francisco via Shanghai, Japan, &c.	Siboria Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Colombia	Pacific Mail S.S. Co.	On 18th July.
San Francisco via Shanghai, Japan, &c.	Ecuador	Pacific Mail S.S. Co.	On 18th July.
San Francisco via Shanghai, Japan, &c.	Nile	China Mail S.S. Co., Ltd.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Nanking	China Mail S.S. Co., Ltd.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Crosskey	The Admiral Line	On 18th June.
San Francisco via Shanghai, Japan, &c.	Chicago Maru	Ozaka Shosen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
San Francisco via Shanghai, Japan, &c.	Empress of Asia	Canadian O.S. Co.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Montezuma	Canadian O.S. Co.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Sans Maru	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
San Francisco via Shanghai, Japan, &c.	Tango Maru	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
San Francisco via Shanghai, Japan, &c.	Kyio Maru	Toyo Kisen Kaisha	On 18th July.
San Francisco via Shanghai, Japan, &c.	Nellora	P. & O. B. & A. L.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Montague	The Admiral Line	About 18th June.
San Francisco via Shanghai, Japan, &c.	Bolton Castle	Dodwell & Co., Ltd.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Nikko Maru	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
San Francisco via Shanghai, Japan, &c.	Karmala	P. & O. B. & A. L.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Suiyang	Butterfield & Swire	On 18th June, at 3 p.m.
San Francisco via Shanghai, Japan, &c.	Chenau	Butterfield & Swire	On 18th June, at 4 p.m.
San Francisco via Shanghai, Japan, &c.	Sanuki Maru	Nippon Yusen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Vas Warwick	Yamato Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Kato Maru	Ozaka Shosen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Ozaka Maru	Ozaka Shosen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Haiching	Douglas Laprak & Co.	On 18th June, at 2 p.m.
San Francisco via Shanghai, Japan, &c.	West Himrod	Struthers and Dixon, Inc.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Indus Maru	Ozaka Shosen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Hayra Maru	Ozaka Shosen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Sado Maru	Nippon Yusen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Parana Maru	Ozaka Shosen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Delta	P. & O. B. & A. L.	On 18th June.
San Francisco via Shanghai, Japan, &c.	Shisen Maru	Ozaka Shosen Kaisha	On 18th June.

DELCO-LIGHT

THE LATEST MARVEL IN THIS MARKET IS A
3 K. W. 32 AND 110 VOLT MACHINE WITH AN OUTPUT OF
180 16 C. P. LAMPS, AND WORKS ENTIRELY ON KEROSENE.

For the Popularity
of the DELCO see the
Number Sold for
Lighting Bungalows
in Fanling, the Peak
Tramway Station,
Cafes, Motor Ships,



Yachts, and Private
Residences in this
Colony; Also Travel-
ling, Moving Picture
Shows and Numerous
Chinese Residences in
the Country and in
the Coast Port

CALL AND
INSPECT OUR
STOCK.

FULL INFORM-
ATION ON
APPLICATION.

IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.

WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM
47 LIGHTS UP TO 280.

Stocks carried or to order of the following:—

"Bolinder's" Grude Oil Engines.
"Herbert Morris" High Glass Chain Blocks,
Cranes, Travelling Trolleys, etc.
"Algor" Boiler Compound.

Motor Bearing Metals.
Knitting Machines.
Motor Garage Pumps.
Tanning Machinery, etc

SOLE AGENTS:—

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

Tel. 223.

Tel. Address: ABEONA.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" 20th June.

"WEST IVAN" 25th July.

Further sailings to be announced later.

Through Bills issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

3rd Floor, HOTEL MANSIONS, Tel. No. 2607.

STEAMING COAL.

Contracts Solicited for Bunkering Ships
at Hongkong, Shanghai, Keelung (Formosa)
And All Leading Japan Ports.

K. KIMURA & CO.

2, Connaught Road Central

Cable Add. "Propaganda"

Tel. No. 2530.

A. KWAI & CO.

11 & 13 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal, Machinery,

Sail Makers, General Storekeepers

AND

Food and Soda Manufacturers.

Cable Add. "AKWAI" Tel. No. 122.

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COAL MERCHANTS

SHIP CHANDLERS, COMPRADRES

AND

STEVEDORES.

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TAIYO & CO.

JAPANESE

BOOTS AND SHOES

MADE TO ORDER

No. 22, Wyndham Street

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe

SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR" WEDNESDAY, June 10th.

S.S. "COLOMBIA" WEDNESDAY, July 14th.

S.S. "VENEZUELA" WEDNESDAY, August 11th.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST OADDOA" SATURDAY, May 29th for San

Francisco direct.

S.S. "JACOB" SATURDAY, May 29th for Calcutta

via Saigon, Singapore and Penang.

S.S. "WEST CONOR" Beginning of June for Baltimore via

Rue and usual ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Ports in the United

States and Canada, also through Bills of Lading issued to Baltimore, Havana,

Central and South American Ports.

For further information apply to

PACIFIC MAIL S.S. CO.,

Hotel Mansions,

Cable Address "SOLANO"

Telephone 141.

CHINA MAIL S.S. CO., LTD.

SPECIAL SAILING

S.S. "NILE"

HONGKONG to SINGAPORE.

The s.s. "Nile" will sail from Hongkong for Singa-
pore direct on Tuesday, June 1st, at noon, returning
on or about June 14th.

For full particulars regarding freight or passage
apply to

O. H. RITTER,
Agents.Prince's Building,
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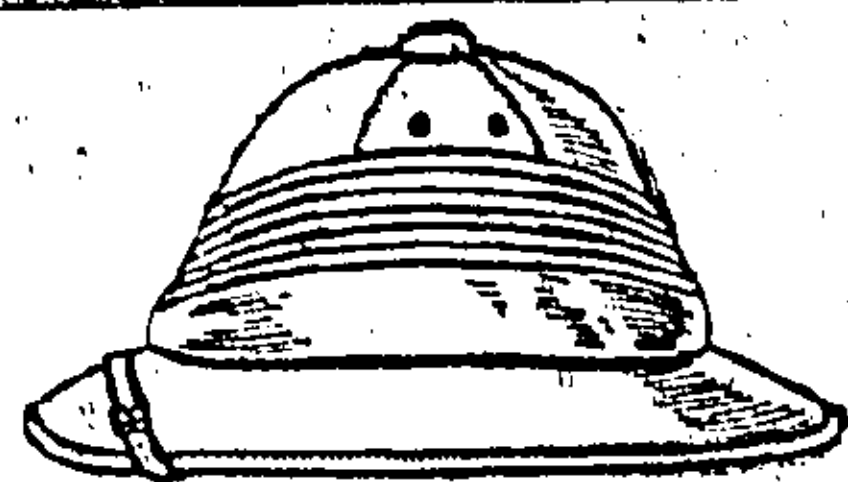
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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
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Hongkong, April 1, 1912

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HATS

Made on Cork and Rubber or Felt bodies, covered with a strong white Drill, leather bound and chin strap. Have smart white puggarees, are light in weight, thoroughly Sunproof and Waterproof.

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Men's Wear Specialists.

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THE PRICE OF RICE.

The official announcement with regard to the rice question will be received with mixed feelings. It is a relief to know that an adequate supply of our staple article of food is assured for the current year. But our joy is tempered by the thought of the 25 per cent. increase in the price and what this increase will entail. Every thinking person realised that sooner or later a rise in the price was inevitable. The policy of subsidising rice was up to a point sound. But it was obvious that the Malayan Government could not—and could not be expected to—continue for an indefinite period a subsidy involving them in a loss of three million dollars a month. Misconception on matters of this kind frequently arises among the uneducated portion of the community. Sometimes it is merely the outcome of ignorance. Sometimes it is the result of malicious misrepresentation. There could be no worse charge against any Government than that it was taking advantage of the people's food difficulties. We would, therefore, draw special attention to that portion of the F.M.S. Government's statement which gives the figures of the official loss over rice. The rice subsidy, it is estimated,

(i) has already cost the two Governments nearly \$21,000,000.

(ii) would cost nearly \$3,000,000 a month for the rest of the year if continued on the basis of \$1 a *gantang* as the selling price.

The reasons for this are known to most people. Malaya has been the victim of shameless profiteering. That Saigon should take advantage of our necessities is perhaps not surprising. Business is business, we suppose. And there is little more to be said on the subject. As to India, we have already had our say. It is fortunate that the Government has been able to secure additional supplies of rice from Burmah. And we suppose we shall be told that we ought to be grateful to the Indian Government for extending Malaya's allotment. But the price we are paying is far above the market price in Rangoon. It is difficult to feel grateful to the merchant who, having put through one deal at over 100 per cent. profit to himself, expresses his willingness to negotiate another on the same terms. As to the moral aspect—the propriety or otherwise of one unit of the Empire profiteering in foodstuffs at the expense of another unit, taking advantage of our necessities to improve its own financial position—we need only express the hope that this will come up for discussion "in another place." Even at the new prices of rice the local Governments will still be subsidising rice to the extent of six cents per *gantang*. We hope that every educated and right minded person will do his best to explain these facts to his uneducated fellow-citizens.

The F.M.S. Government states that the supply now in sight should, with reasonable care, be sufficient, added to local supplies, to meet the needs of the population of Malaya until the next harvest becomes available. The Singapore announcement which we published said that distribution under control was still essential since the supply assured was only sufficient for the needs of Malaya if carefully husbanded and economically consumed. This fact should be borne in mind. Rationing for Singapore has been dropped but the depot system will remain in force. And in the F.M.S. no doubt the rationing system will be continued. Meanwhile, it is obvious that at the *Gazette* will provide all employers with much food for their employees. The petitioners will be happy. The planters, who are the largest employers of labour, have

WEATHER REPORT.

May 29th, 1920. 25m.—Pressure has increased slightly to moderately at all stations; it is higher over S. Manchuria. Depressions are situated near Hainan and the Bonin Is.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 3.46 inch. Total since January 1st, 27.34 inches, against an average of 22.40 inches.

Forecast for the 24 hours ending at noon on May 29th, 1.—Hongkong to Gap, Rock E. and N.E. winds, fresh to moderate; steady, occasional rain.

2.—Formosa Channel, N.E. winds, strong, moderating.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

T. F. CLAXTON, Director, Hongkong Observatory, May 29, 1920.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1904-5.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 6 feet 6 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 1 foot 4 inches, and on the gauge at Lamoot Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

May 30 to June 5, 1920.

Time of Day	HIGH WATER		LOW WATER	
	Hongkong Mean Time	Height	Hongkong Mean Time	Height
Mon.	5 m 7 s	6.5	11 m 10 s	1.5
Tues.	6 m 10 s	7.0	12 m 10 s	1.5
Wed.	6 m 13 s	7.5	13 m 10 s	1.5
Thurs.	6 m 16 s	8.0	14 m 10 s	1.5
Fri.	6 m 19 s	8.5	15 m 10 s	1.5
Sat.	6 m 22 s	9.0	16 m 10 s	1.5

The s.s. "Africa" of Messrs. Dodwell and Company sails at Noon on Tuesday the 1st of June instead of June 2nd.

so far put off the evil day by temporary expedients. We are not disposed to unreservedly condemn the so-called "tinkering" policy. It may have served its turn. But to our mind the time for it is now past. The raising of wages appears to us inevitable. At the same time it does not follow that all extravagant demands which will doubtless be put forward in the near future must be conceded. As the *Free Press* pointed out in connection with the late Singapore strikes, a rise of, say, 25 per cent in the cost of rice is invariably followed by a demand for a 25 per cent increase in wages. Such an increase is not necessarily justified. The question must be dispassionately considered in a spirit of justice for the employee—and, incidentally, for the employer.—*Malay Mail*.

STOP PRESS CABLES.

(Reuter's Service to the China Mail.)

TENNIS.

JAPANESE PLAYER'S SUCCESS.

PARIS, May 25.

In the Hard Courts Tennis Championships Singles, Shimidzu beat the well-known Rumanian, Misu, 7-5, 4-6, 6-4, the latter abandoning the match. Shimidzu's victory was unexpected. The match is regarded as interesting as showing the progress of tennis in the Far East. The famous French champion Gobert told Reuter "that the Japanese would worry me a lot. He has no style yet gets the ball back most unexpectedly."

UNIVERSITY OF LONDON.

SCHOOL OF ECONOMICS.

LONDON, May 25.

The King, accompanied by the Queen, laid the foundation stone of the new School of Economics in connection with the London University in Clare Market, Clements Inn. The project has received substantial support from London merchants, while the trustees and Sir Ernest Cassel have donated £300,000, the Lord Mayor, on behalf of the city, today donating a further £50,000. Replying to an address of welcome, His Majesty tributed the response of the Universities to the call of war and their brilliant contributions to science in modern warfare. He emphasised that the London degree was valued far beyond the British Isles. The advantages afforded by the resources of the Metropolis were giving the University a unique influence in the education system of the Empire.

INTERNATIONAL LAW.

CONFERENCE IN BRITAIN.

LONDON, May 25.

Mr. Davis, the American Ambassador, addressing the International Law Conference, which is meeting at Portsmouth, urged that the American differences regarding the League of Nations should not be taken as evidence of unwillingness on the part of the United States to join the free peoples of the world in establishing just rules of international conduct. He argued that the advance of international law had been obstructed by two diametrically opposite schools of thought—namely the extreme nationalist and the extreme internationalist. Referring to the question of maritime law, which was included in the agenda of the conference, Mr. Davis declared that German unrestricted submarine warfare not only violated all recognised canons of the law of nations but the immemorial rule of the sea itself which gave every ship in distress the right to assistance.

LONDON SWELTERS.

LONDON, May 25.

Southern England is sweltering in a heat wave. The temperature in London was 85deg. There have been over 1,000 cases of prostration. There have been heavy thunder storms and floods in the Provinces.

CO-OPERATIVE CONGRESS.

LONDON, May 26.

The Co-operative Congress at Bristol has condemned the failure of the Government effectively to control the coal trade and demands a capital levy on fortunes of over £1,000. Lord Haldane, addressing the Congress, urged that the State should facilitate higher education for adult workers. The scheme might cost £1,000,000 a year but the results would place us in advance of any nation.

FAIR TRADING COUNCIL.

LONDON, May 26.

Mr. McCurdy has been appointed to the "fair trading council" to prevent profiteering in the fruit and vegetable industry.

FRANCO-BELGIAN MILITARY ALLIANCE.

PARIS, May 26.

Negotiations for a Franco-Belgian military alliance are progressing very favourably.

"SADO MARU" PASSENGERS.

The complete list of passengers departed yesterday from Hongkong per s.s. "Sado Maru" is as follows:—
Mrs. Abraham, Miss Abraham, Mr. and Mrs. S. M. Mayes, Miss K. M. Franklin, Miss H. Broadland, Master T. Muller, Mr. and Mrs. W. Nickles, Mr. and Mrs. J. Thorpe, Mrs. E. S. Caplan, Mr. M. J. Williams, Mr. E. E. Taylor, Mrs. H. March, Lt. Col. and Mrs. Lewis, Mr. B. Edgar, Mr. A. Hills, Mr. J. Selby, Mr. E. T. Dender, Mr. F. Shulkin, Mr. R. J. Knox, Mr. J. E. Walker, Mr. O. Dempsey, Mr. J. L. Davani, Mr. B. Vessaux, Mr. H. Thakordas, Mr. J. Sullivan, Mrs. M. Sternis, Misses Sternis, Mrs. K. Steinmann, Mrs. W. Werner, Miss S. Tachibana, Mrs. E. Hitnick, Mr. T. Fuchs, Mr. J. Weiner, Mr. J. Gember, Mr. J. Kerner, Mr. A. Szech, Mr. J. Bernanne, Mr. K. Abraham, Mr. S. Yedel, Mr. L. Cejar, Mr. P. Reth, Mr. B. Grass, Mr. L. Grass, Mr. W. Demann, Mr. A. Sternis, Mr. W. Warner, Capt. A. Elleren, and Mr. S. Ladendy.

The Indian Police have handed the C.S.P. a petition with regard to their pay. It has not yet been forwarded to the Governor "as there are some obvious mistakes in figures which have to be corrected," says Mr. Wodehouse. He also stated that he was not in a position to state what percentage was being asked for.

"WALLA-WALLA" LAUNCHES, Phone No. 3516.

MAN-DRIVEN AEROPLANES.

Flight by human propulsion has for some time occupied the attention of French inventors. Considerable encouragement will be given to such attempts by the offer made by the well-known firm of Peugeot of a prize of 10,000 francs for the first "Aviette," as man-driven aeroplanes are called, to make a clean flight of 10 metres in two opposite directions. The competition is open to inventors of all nationalities except former enemy subjects.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

THE Undermentioned have received instruction to sell by Public Auction, on MONDAY, May 31, 1920, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street, (For account of the concerned)
1 White Enamelled Pedestal Lavatory with fittings.
1 Bell Printed Linoleum.
Also
A Quantity of Sundries.
Terms:—Cash on delivery.
LAMBERT BROS. Auctioneers.
Hongkong, May 29, 1920.

POST OFFICE ROBBERY.

A daring robbery took place at the Post Office between midnight and five o'clock this morning, when the Parcel Department was entered through the ventilator of a window facing the lane which lies to the West of the building. Landing on a wire cage, the intruders were faced with the difficulty that the space between the window and the wire grating was very narrow. This was somehow squeezed through. The rest was easy. A jemmy opened the padlock which fastened the door of the cage. Some of the parcels were ripped open. Apparently nothing of value was found in these, for others were untouched. Nothing, as far as could be ascertained, was removed from this department. In the mail sorting department, a safe was tried but not opened. In the Shroff's Department two safes were opened, and robbed of about \$300 in silver. Some stamps and a quantity of copper coins which were kept in these safes were not touched. The robbers then broke into the Postmaster's Office through the ventilator. Here they tried a big safe but this undertaking proved futile. As a last move, the robbers broke open the various drawers of the Postmaster's desk. They pulled everything out and littered the floor with papers, but took nothing. At this stage, the robbers must have been alarmed, for they made a hurried departure before they had turned their attention to some cabinets in the room. The robbery was discovered by Mr. Hines, Superintendent of Mails, who lives in the Post Office Building. He visited the ground floor soon after 5.30 a.m., and seeing the parcels thrown about the floor, he called the Police. A search for the robbers who were thought to be hiding in the building was then instituted, but they were nowhere to be found. Apparently they escaped the same way they came. This morning two detectives examined the premises, but have so far been unable to hit upon any clue. They are of opinion that the robbers were disturbed by the appearance of Mr. Hines and escaped hurriedly. This theory was drawn from the fact that a bag of tools containing such instruments as jemmys, chisels, pliers, etc. was left behind, also a pair of shoes. All these have been removed to the Station by the detectives. This is, we believe, the second time the Post Office has been broken into.

CIVIL SERVICE SALARIES.

PUBLIC WORKS DEPARTMENT.

The revised salaries for the Public Works Department are as follows:—
Director of Public Works, £1,250 to £1,500, by £50 annually.
First Assistant, D.P.W., £900 to £1,100, by £25 annually.
Second Assistant, D.P.W., £900 to £1,000, by £25 annually.
Executive Engineer, First Grade, £700 to £850, by £25 annually.
Executive Engineer, Second Grade, £620 to £700, by £20 annually.
Assistant Engineer, £400 to £600, by £20 annually.
Principal Land Surveyor, £650 to £800, by £25 annually.
Land Surveyor, First Class, £550 to £625, by £25 annually.
Land Surveyor, Second Class, £400 to £520, by £20 annually.
Electrician, £400 to £600, by £20 annually.
Inspector of Stores, £400 to £480, by £10 annually.
Clerk of Works, £400 to £480, by £20 annually.
Road Surveyor, £400 to £480, by £20 annually.
Drainage Surveyor, £400 to £480, by £20 annually.
Senior Overseer, £400 to £480, by £20 annually.
Overseer, First Class, £320 to £360, by £10 annually.
Overseer, Second Class, £220 to £300, by £10 annually.
Land Bailiff, £320 to £360, by £10 annually.
Mr. Julian (Clerk in the Waterworks Branch), £400.
The Inspector of Stores, Clerk of Works, Road Surveyor, Drainage Surveyor, Senior Overseer, the First and Second Class Overseers, and the Land Bailiff are entitled to free quarters.
Mr. Chatham receives a personal non-pensionable allowance of £150.
LAND BAILIFFS.
The new scale for the Land Bailiffs in the New Territories is £270 to £320 rising by £10 annually.
THE REGISTRAR'S OFFICE.
First Bailiff, £400 to £480, by £20 annually.
Second Bailiff, £320 to £360, by £10 annually.
Clerk and Usheb, £220 to £300, by £10 annually.
The Second Bailiff retains his language allowance.

NOTICES.

DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF, RABBITS, HARES, &c. &c. from Australia.

KIPPERS, FINNAN HADDOCKS, FILLET HADDOCKS, direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us and put up in neat glass jars at 80 cents per jar.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

"Keepkool" Underwear

FOR MEN.

THE NEW IDEA IN SUMMER UNDERWEAR.

"The Only Elastic Ribbed Porous Underwear."

WITH the advance of civilization the question of dress ever becomes a matter of greater importance. Particularly in tropical climates any article of dress that tends to mitigate the suffering caused by extreme heat is sure to find a cordial reception.

Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate, before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than porous to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. Keepkool underwear is the only brand that fulfils all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

VESTS with Short Sleeve \$2.50 each
Size 32 to 44 inch.

KNEE DRAWERS \$2.50 each
Size 34 to 44 inch.

The NEW STYLE one Button Combination
Size 32 to 42 inch. \$4.75 each.

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WHITEAWAY, LAIDLAW & CO., LTD.

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SWIMMING

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THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

REMINGTON SELF-STARTER
IS THE MOST IMPORTANT TIME AND LABOUR SAVING FEATURE EVER PLACED ON THE CORRESPONDENCE
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SHIPPING PROFITS.

THE TRUTH ABOUT THEM.

An article recently appeared in the *Daily Herald* from its special correspondent in Liverpool referring to an intended ballot on the part of the Sailors' and Firemen's Union on the subject of nationalisation of shipping, and drawing attention to the present high rates of freight and the colossal profits made by shipowners as grounds for nationalisation. The article, which abounds in mis-statements of fact and misleading suggestions, instances several cases of vessels having been recently sold for sums many times in excess of cost price a few years ago, and apparently argues from this fact that shipowners must be making enormous profits for them to be willing to pay such prices.

Does the writer seriously argue that shipowners enjoy paying excessive prices for ships or that nationalisation will reduce either freights or the cost of tonnage? Does the writer suggest that British shipowners are the richer because of the increased value of tonnage? It were as reasonable for the British working man to consider himself the richer because the tools of his trade cost him more. The tools of the trade of the British shipowner are his ships, and any rise in value of ships increases the cost of his business.

Dear ships earn no higher freight than cheap ships, nor is it the rise in freights which have led to higher cost of ships, which is solely due to increase in price of raw materials and labour and the lesser output of labour. What advantage is it to the shipowner to have a ship now worth £200,000 which before the war cost £100,000? None. It only means he has to accumulate out of his profits sufficient sums to cover the extra cost.

SHIPOWNERS' LOSSES.

The following instances, which have actually occurred, will show that this is so:

1. Ship A, built for £420,000, was sunk by submarine; £700,000 paid to her owners by the War Risks Insurance Club. Apparent profit to the shipowner, £280,000: cost to replace, £1,300,000: actual loss to the shipowner, £600,000.

2. Ship B cost £75,900; depreciated value £64,000. Compulsorily acquired by the Government for £96,000; apparent profit, £32,000. The vessel was replaced in 1917 by a similar but slightly smaller vessel at an actual cost of £280,000. The loss to the owner was, therefore, £184,000. The quotation this year for a similar vessel is £383,000.

Numbers of similar instances can be given, but it must be obvious that increase in the value of tonnage is a source of loss and not of profit to shipowners, who, in order to carry on their business, have to pay the current market price for tonnage whether they like it or not. The complaint of the writer of the article seems to resolve itself into one that shipowners, in spite of obstacles in the shape of increased cost, still endeavour to carry on business without which the nation cannot survive.

Those who complain of high freights seem to think that British shipowners control the rates oblivious of the fact that the tonnage of the United Kingdom is now only about 34 per cent. of the world's steam tonnage, and that it is the world's demand for shipping which fixes the world's rates of freight.

For a British shipowner or any group of British shipowners to lower freights would only play into the hands of any given commodity in this country imported at a low rate of freight must of necessity be the same as the same commodity imported at a high rate of freight, as there cannot be two prices for the same standard commodity, and the profit which the British shipowner would sacrifice in a low rate of freight would merely go to the foreign producer or some foreign speculator in freight space, and would certainly not find its way into the pockets of the consumer in this country.

When Government control was instituted the Shipping Department was faced with this very difficulty, and Sir Leo Chiozza Money, who cannot be accused of any great sympathy with shipowners, speaking in the House of Commons in October, 1917, in defending the increases in freights imposed by the Ministry after shipping had come under Government control, said:

"I remember in the old days, long before I was connected with the Ministry of Shipping, saying it would be a most unwise thing merely to transfer profit from the shipowner to the merchant or producer. At a time when freights were high, what was the use of an individual shipowner or group of shipowners lowering freights merely to make a present to the foreign producer? The same consideration applies now to Blue Book rates. If we extend the carrying at cost to private traders, as everybody knows, these supplies are extremely short, it is merely taking money out of the pockets of the shipowner in order to give it to the middleman, sometimes to the middleman at home and sometimes to the middleman abroad. Therefore, in the case of uncontrolled supplies we considered it to be our duty—and I hope the House will agree with us—to charge the market to \$2.05."

THE UNINTERRED HUN.

A SECRET OF THE WAR.

Probably the best secrets of the war will never be revealed. But to those who were sometimes in the know there were some amazing happenings in the years 1914-18, and some queer comedies. There was one gentleman of pure German extraction for whose internment a traction weekly paper was roaring incessantly. And no doubt the average man and woman thought that it was a great scandal that this particular Hun was allowed to be at large. The real explanation is worth bearing even now. When the war assumed its true dimension, and the woeful inadequacy of our munition supply turned all energies into shell-making, the factories promptly turned their ploughshares into swords. In plain English they went over to shell-making. And then, when Kitchener's Army began to grow to monstrous proportions, the Government suddenly discovered that there was a disastrous shortage of sewing machines, which made the clothing of our troops impossible. It was a serious crisis. Victory depended in a measure on a button—certainly on suits. And then in their extremity the Government approached this uninterred "Hun," who in a marvellous short time secured—from a relative in Germany, via a neutral country—two shiploads of German sewing-machines for the British Government. And that's why one "Hun" remained at large in spite of all the journalistic fury of a weekly journal that believes it knows everything.—*Ex.*

rate for the carriage of these goods, for if we did not do that the advantage of carrying at cost would certainly not reach those whom we should desire to benefit."

What advantage, therefore, have British seamen or the British public to expect from nationalisation of shipping? Experience proves that it will neither reduce freights nor lower prices, and, furthermore, the carrying on of any business by a Government Department means inefficiency and waste, as has been amply proved during the war. Inefficiency and waste in the shipping industry means ruin to the country.

The article in the *Daily Herald* states further that the high cost of freight—which led to the huge accumulation of profits—acted precisely in the same way as protective duties, raising the price of wheat and other farm produce. This kind of statement ought not to be made. It is not only untrue, but its untruth has been exposed time and again from authoritative sources.

The Right Hon. J. M. Robertson, who acted as the chairman of the Departmental Committee on Food Prices, said in the House of Commons in July, 1917:

"A great deal of ignorant outcry was raised in the Press at the beginning of the war. We often read in the Press and heard in this House that the high rates of shipping accounted for the rise in food prices. I can say something on that subject from special investigation, as I happened to be associated with the Committee on Food Prices. The high rates of freight had nothing whatever to do with mentioning with the increase in the price of food."

And Mr. Clynes told the House of Commons in October, 1917:

"Shipping rates had no important bearing on the cost of the principal articles of food."

To attribute high prices to shipping freights is merely to obscure the real causes, which are that there is a world's shortage of supplies, for which all the nations in the world are bidding in competition, aggravated by the dislocation of transport in this country, owing partly to the unintelligent way in which the Ministry of Food has flooded the ports with different commodities, but more largely to the shorter hours and reduced efficiency of transport and kindred workers.

There is one remedy, and one alone, for high prices, and that is increased supplies. Reduced supplies not merely increase cost, but create conditions under which alone profiteering can flourish.

DECONTROL AND FREIGHT RATES.

The *Daily Herald* article then refers to decontrol having had the effect of raising freight rates from 42s. 6d. to 93s. 4d. This is a mischievous and misleading statement. The freights under Government control were never 42s. 6d., except for goods belonging to Government departments, such as the Wheat Commission. This rate continued after decontrol, but the benefit of those low freights is entirely illusory, as their only effect is to force up the rates on goods carried in foreign vessels, which the Government cannot control, but which fix the world's rates of freight. The real facts are that freights generally have fallen as the result of decontrol. For example—

In the Indian trade the Government's maximum rate for private traders was 400s. The rate is now 145s. merely taking money out of the pockets of the shipowner in order to give it to the Government. The Government's export rate on iron to private traders was 90s. It is now 50s.

In the North Atlantic trade the Government rate on cotton to private traders was \$6.25. The rate on duty-free cotton is now \$1.75, and I hope the House will agree with us—to charge the market to \$2.05.

RADIUM FOR RESEARCH.

£72,500 WORTH.

CANCER EXPERIMENTS.

From the Ministry of Munitions the Ministry of Health has acquired 4.8 grammes of radium valued at about £72,500. The Disposal Board, a *Daily Chronicle* representative was informed recently, has another 148 milligrammes for disposal, and the remaining quantities may be acquired by interested persons, unless the Medical Research Committee takes it over. How this radium was obtained was explained by an official. During the war there was an enormous quantity of material like paint for gun sights, dials, and other surfaces on instruments that had to be rendered luminous at night.

All this was radio-active, and when the actual element of radium was extracted it produced sufficient to carry out a series of experiments which have been going on at the Middlesex Hospital, principally connected with cancer cure.

By taking over the remaining quantities of radio-active stock from

the Ministry of Munitions, the Health Research Department has in its possession the largest amount of this rare substance of any one authority, for it is computed that half a million pounds sterling per ounce is the market value of radium. Dr. Barlow, who has had charge of the gramme and a half in his laboratory at the Middlesex Hospital, is issuing a report upon the experiments which have been conducted there during the last six months, and this will be published by the Medical Research Committee, the trustee holders of the supply. It is fortunate for British hospitals that this is available, as the world's stocks are very soft, though in America certain areas of untapped radio-bromide are available for working, but in actual element for research there is not an ounce in the world.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

May 26th, 1920.

Butcher Meat.		Poultry.	
Beef Sirloin—Mal Long Pa	20	Chicken—Kai Tai	38
" Prime Cut	23	Capon, Small—Shi Kai	34
" Corned—Ham Ngai Yau	23	Capon, Large—Shi Kai	38
" Roast—Shi	30	Duck—Ap	26
" Breast—Ngai Nam	16	Dove—Pan Kai	30
" Soup—Tung Yau	16	Eggs, Hen—Kai Tai (cooking) per doz.	22
" Steak—Ngai Yau Pa	20	Eggs, Hen—Kai Tai (fresh) per doz.	26
" Steak Sirloin—Ngai Lai	30	Fowl, Canton—Kai	15
" Sausages—Ngai Cheung	26	Fowl, Hainan—Hoi Nam Kai	34
Bullock's Brain—Ngai No per set	10	Geese—Ngo	26
		Pigeons, Canton—Pak Kap, each	30
		" Hollow—Hoi Hau Pak Kap	25
Tongue, fresh—Ngai Lai each	50	Turkey, Cock—Fo Kai Kwai	70
Tongue, corned—Ham Ngai Lai	80 cents	Turkey, Hen—Fo Kai Na	60
Head—Ngai Tan	each \$1.00	Snipe—Shi Tai	each 22
Heart—Ngai Sam	15	Phasant—Fai Kai	22
Thump, Salt—Ngai Kiu	18	Quail—Om Chan	15
Feet—Ngai Keuk	10	Partridges—Chi Ku	15
Kidneys—Ngai Yiu	10		
Liver—Ngai Kon	18		
Tips (undressed), Ngai To lb.	8		

Fruits.		Vegetables, &c.	
Almonds—Heng Yan	45	Artichokes—Ah Chi Cheuk	each 10
Apples (California)—Kam Shan	30	Beans, Sprout—Nga Tao	15
Bananas (bridge), Macao—Sui	10	" Long—Tao Kok	15
" Heng Chiu	10	Beet Root—Hing Tai Tai	2 each
Carambola—Yung To	10	Bitter Squash—Fu Kwa	5
Cocoanuts—Yi Tai	each 10	Brinjals, Green—Ling Yau Kwa	4
Lemons, China—Ling Mung	14	" Red—Tung Kwa	4
Lemons (America)—Kam Shan	14	Cabbage Chinese (common)	4
Lichies, Dried (small store)	1.20	" (Shanghai)—Yi Tai	4
Oranges (Canton), Sweet	20	Cauliflower (large)—Yi Tai Pa each	5
Shan-sheng Tin Chang	24	" (medium)	5
Oranges, Tin Chang	20	" (small)	5
Pears (Canton), Cooking—Shi Li	14	Cauliflower—Kai Tai	4
Peanuts—Fa Shang	18	Corn—Shan Shun	15
Persimmons, Large—Hung Tai	18	Calary Chinese—Tung Kai Tai	5
Plantain—Tai Chiu	2	Chillies, Dried—Kon Kai Chiu	30
Pumpkin, Blau—Taim Lo Yau	each 16	" Red—Hung Fa Chiu	24
Walnuts—Hop To	15	" Green—Ching Lai Chiu	6
Grapes—Fo Tai Tai	15	Curry, Blau, English—Kai Chi Tai	10

Fish.		Vegetables, &c.	
Barbel—Ei Yu	23	Artichokes—Ah Chi Cheuk	each 10
Bream—Pin Yu	18	Beans, Sprout—Nga Tao	15
Canton Fresh Water Fish	18	" Long—Tao Kok	15
Caro—Li Yu	13	Beet Root—Hing Tai Tai	2 each
Catfish—Chik Yu	24	Bitter Squash—Fu Kwa	5
Codfish—Man Yu	25	Brinjals, Green—Ling Yau Kwa	4
Crabs—Hau	45	" Red—Tung Kwa	4
Cuttle Fish—Mak Yu	18	Cabbage Chinese (common)	4
Dab—She Kung Yu	33	" (Shanghai)—Yi Tai	4
Dace—Wong Mei Lap	14	Cauliflower (large)—Yi Tai Pa each	5
Dog Fish—Tsi To Shi	12	" (medium)	5
Eels, Conger—Hoi Mai	18	" (small)	5
" Fresh water—Tung Shi Yu	35	Cauliflower—Kai Tai	4
" Yellow—Wong Shi Yu	35	Corn—Shan Shun	15
From—Tsi Kai	40	Calary Chinese—Tung Kai Tai	5
Garoupa—Shek Pan	45	Chillies, Dried—Kon Kai Chiu	30
Gudgeon—Pak Kap Yu	14	" Red—Hung Fa Chiu	24
Herring—Tao Pak	22	" Green—Ching Lai Chiu	6
Hallibut—Cheung Kwai Kai	10	Curry, Blau, English—Kai Chi Tai	10
Lakuna—Wong Fa Yu	24	Cucumbers—Ching Kwa	each 9
Loach—Wa Yu	38	Garlic—Sui Tai	10
Loat Ts—Lung Yu	35	Ginger, young—Sun Tai Kwai	10
Mackerel—Chi Yu	10	Ginger, old—Lo Kwai	15
Monk Fish—Mong Yu	24	Horseshell, Shanghai—Lai Kai	15
Mullet—Tsi Yu	10	Indian Corn—Shuk Mai	each 6
Oysters—Shang Ho	22	Lettuce—Yung Shing Tai	15
Parrot Fish—Kai Kwai Yu	18	Water Chestnuts—Ma Tai	15
Perch—Lai Yu	14	" Mandarin—Kwai	7
Pike—Yai Yu	14	" Lam Ma Tai	7
Plaice—Pai Yu	26	Mushrooms, Fresh—Shang To Ku	45
Pomfret, Black—Hak Cheung	26	Okras	10
Pomfret, White—Pak Cheung	26	Onions, Bombay—Yung Chung Tai	14
Prawns—Ming Yu	26	Onions, Green—Shang Ching	14
Ray—Pai Fa Shi	10	Onions, Shanghai—Shang Ching	14
Rock Fish—Shak Kai Kwai	14	Parley—Kai Tai	10
Sole—Chiu Yu	14	Potato, Sweet—Fai Shi	4
Salmon—Ma Yu	12	" Japanese—Yai Shi Tai	4
Shake—Fo Yu	12	Pumpkin—Yung Kwai	15
Shrimp—Shi Yu	24	Radish—Hing Lo Pak Tai	12
Snapper—Shi Yu	24	Shallots—Kung Ching Tai	4
Sole—Chiu Yu	14	Spinach—Yin Tai	4
Squid—Shi Yu	24	Tomatoes—Yai Kai	4
Turbot—Tao Hui Yu	12	Taro—Wai Tai	4
Turkey, small, fresh	1.20	Taro, Pail (Long)—Lo Pak	4
		Vegetable Mutton—Yai Kwai	4
		Wales Onions—Yai Kwai	4
		Yam—Tsi Yu	4

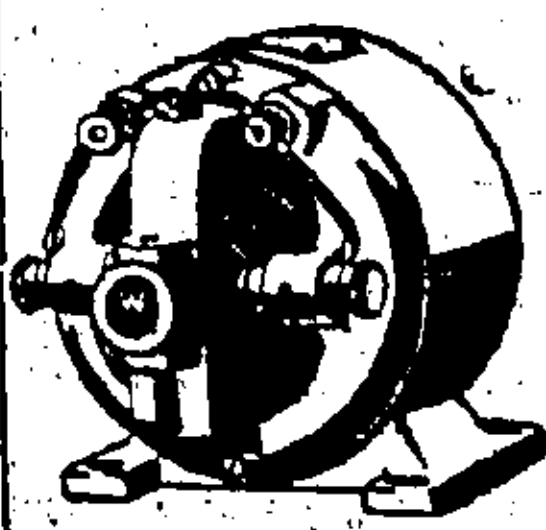
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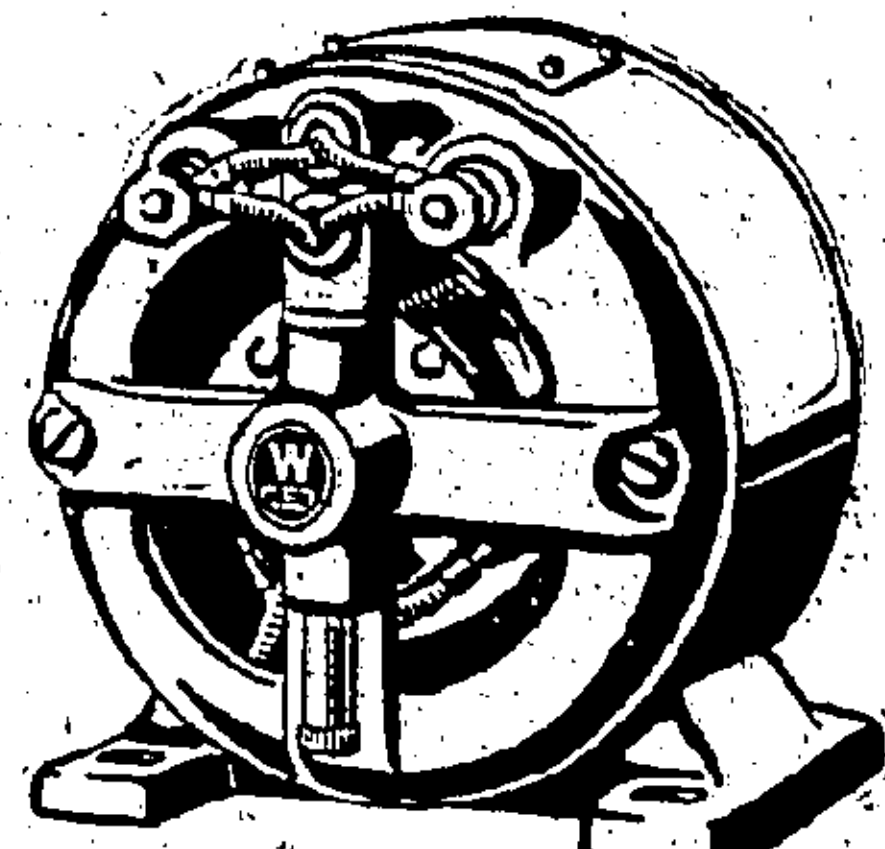
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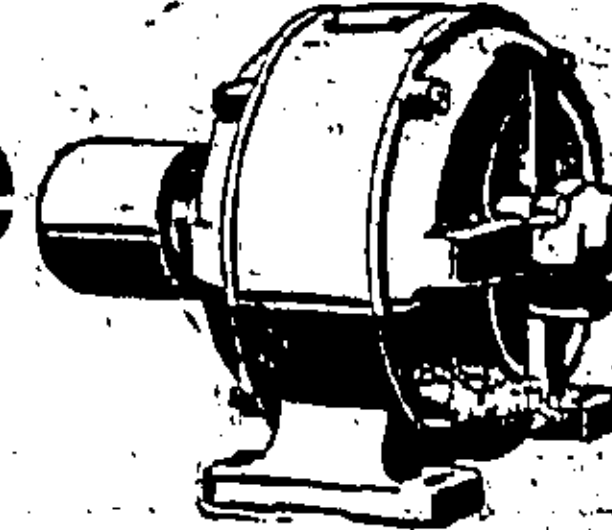
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INSURING MOTHER-IN-LAW.

JUDGE'S COMMENTS ON A SOCIETY.

Strong comments were made in an action at Birmingham County Court by Judge Ruegg on the conduct of an industrial assurance company. Mrs. Emma Thomas, of Perry Barr, sued Jethro Kent, secretary of the British Workmen's Sick Benefit and Life Assurance Friendly Society, of Birmingham, for £5 2s. 3d. premiums paid on a life policy on her mother-in-law.

Mr. Stanton, for Mrs. Thomas, said that in 1912 she took out a policy through Mr. Hawkins, a member of the society's executive, in respect of her mother-in-law and one on her father-in-law. In 1915 she took out another policy on her mother-in-law. In that year the father-in-law died and the policy was paid, but in 1917, having been told by an employee of the society that she had no insurable interest and could not benefit by the death of her mother-in-law, she claimed repayment of the premiums. She was offered the premiums back, less 25 per cent. for office expenses, or a transfer of the policy to her husband, with a forfeiture of the premiums paid. She refused both offers. The policy described her as "daughter," though Mr. Hawkins knew she was the woman's daughter-in-law.

It was stated that the defence was under the Life Insurance Act, which said that no person without an insurable interest can benefit.

Judge Ruegg: I thought the judges of the High Court and the justices had shown the insurance companies that was not so.

Mr. Kent, secretary of the society, admitted that the proposal forms were destroyed two years ago with a lot of waste paper.

Judge Ruegg: Do you say that proposal forms, on which you generally refuse to pay, are waste paper?

Mr. Williams (for the defence): May I suggest that "generally" is a very strong word. Will your honour withdraw it?

Judge Ruegg: No. My experience is that industrial societies will not pay up if they can find any flaw in the proposal forms.

Giving judgment for Mrs. Thomas, with costs, Judge Ruegg said she knew nothing about insurable interests, but it was childish to suggest that Mr. Hawkins did not. In the most favourable light, Mr. Hawkins might have forgotten the law or might not have known that Mrs. Thomas was the woman's daughter-in-law and not daughter. If that was the procedure of the society, the less people had to do with it the better. The society ought to have given back every penny with compound interest and an apology.

NOTICES.

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A PHILOSOPHER LEFT WONDERING.

Philosophers who have urged that intellectual education has but little influence on the moral sense, that, in the words of Spencer, it is a delusion to imagine that "an ideal humanity might be forthwith produced by a perfect system of education," have nowadays but little difficulty in producing evidence in favour of their contention. In whatever direction they may cast their eyes they can see highly educated men engaged in actions which a Machiavelli would have considerable difficulty in justifying. Further observations might lead him to point out in addition support of his contention, that the opposition to these actions came for the most part from the mass of the people who might be fairly estimated as moving on a lower intellectual plane. It would be to spoil a good case to say that a high moral sense cannot accompany a high level of education. Our philosophers may be taken as unprejudiced in their outlook and ready to acknowledge that there are indeed many among the highly educated who show a keen feeling for right conduct, just as among the uneducated there are many who have but little power of distinguishing between moral and immoral actions. They would rest their claim on the fact that men with every advantage of education showed as little if not less power to guide their conduct by principles of right and wrong as those who had received no education at all. If it be pleaded that the war, being itself a frank return to primitive methods of settling quarrels, has brought out all the worst in man's nature, our philosophers may rightly retort that it is just at such times of stress, when human nature is most deeply tried, that the results of education should be most visible; if, as claimed by some, education has an effect in raising the standard of conduct. If three of the most highly educated nations in the world are observed to engage in a conflict with all the ferocity of primitive tribes, such philosophers may well shrug their shoulders and ask what else was to be expected.

Some day perhaps a philosopher holding such views will sit down to write a moral history of the war, or, rather, we should say, a history of the war on its moral side. His thoughts may then revert to that extraordinary scene which was witnessed along almost the whole of the British front on Christmas Day 1914. Had that fraternisation between the opposing armies any significance?

He will note that it was a fraternisation, more between the men than between the officers and that it was a fraternisation between men from two nations which had no ancient grudge against each other. The French might regard the Germans as descendants of the men who had swept across France, entered her capital and torn from her two of her provinces, but the British had no such cause of enmity, and the German rank and file, whatever might be the feeling of their leaders and those back there in Berlin, had no cause for enmity to the British. So they met in No Man's Land and all the world stared and wondered. Such a scene was not to be witnessed again. In Berlin and London it was seen that this would never do. How could war be conducted if the opposing armies treated each other as comrades? A propaganda of hate must be launched; means must be taken to make the opposing armies enemies in fact and not merely in name. The propaganda of hate which was so earnestly entered upon on both sides had its effect upon those who remained at home, but an appreciably smaller effect upon those who took an actual part in the war in the field. At home it was played for all it was worth. Atrocities were piled upon atrocities; fiendish stories of brutal callousness were circulated and believed, even by quite well educated people. In England the only correct view of the German was a man with a forehead "villainous low" and a habit of holding up his hands on the least provocation and shooting his captors on even less. In Germany, the Englishman required quite as "healthy a reputation." In England the reception accorded British prisoners in Germany was taken as showing the degraded state of the German nation; it might equally have been taken as a proof of the efficiency of the German propaganda or hate. Our philosopher, contemplating these scenes and reflecting on the conclusions to be drawn from them, sees the highly educated German and British authorities in the background earnestly engaged in the propaganda of hate, and in the foreground the German and British troops—the rank and file—striving to live up to their ferocious reputation. Wars have to be fought, and war is not a game but a terribly bloody business, and if enmity does not exist it has to be created. But on which side lay the deficiency of moral sense—whether on the propagandists in Berlin and London or on the men in the field—our philosopher feels no doubts. This propaganda of hate now seems like a thing far off, something that took place in a dream. Handless Belgian children, fat production from dead bodies

—such are some of its fruits, accepted at the time in the face of inquiries which showed the absence of proof. Their highly educated originators must be given due credit for the appeal they made to the credulous public ever willing to sup on fresh horrors.

But the war finished as all wars must and the reign of reason returned—or was expected to return. Here was a chance for the highly educated statesmen, surrounded by their highly educated staffs, to show what education had done for them in evolving a higher moral sense. There was a testimony to moral worth in itself a testimony to moral worth. But as the discussion proceeded it was seen that so far as right or wrong conduct was concerned, the body of gentlemen who met at Paris might have been a gathering of our primal ancestors engaged in settling a quarrel before they came down from the trees. From Russia, then entering upon a course of terror, had come the slogan of the right of self-determination. President Wilson had prefaced his journey to Europe by fourteen points which were exemplary. But the Peace Conference produced a treaty which forgot all about the fourteen points and turned self-determination into a mockery. For 45 years, since the previous great war in Europe, the nations had been diligently educating themselves—partly to fight, for educated men make the best soldiers it has been discovered—and the army of diplomats who met at Paris represented the full blown flowers of the well filled educational field. Yet the treaty shows a lower moral plane than previous documents of the kind made between conquering and conquered nations. The inviolability of private property in war seemed like a permanent gain in moral progress; the Treaty swept it aside. The necessity, if wars were to cease, of leaving no scars, seemed too elementary an axiom to need emphasis. The treaty was constructed entirely on the opposite principle, leaving such bitterness that France has to petition Britain and America to stand by her to save her from another attack which she fears the treaty will instigate.

Passing to affairs that have happened since the treaty, our philosopher sees the work of the Supreme Council, a body of highly educated gentlemen. He sees the Supreme Council continuing a war with Russia which had somehow been entered upon, on grounds which he can only conclude lie solely in a dislike for the form of

government adopted by Russia. He sees the Supreme Council encouraging Rumania to invade Hungary, which has also established a form of Government which it dislikes, and he sees the emergence of another government in Hungary, more bloody, more ferocious than its predecessor but cast on lines which have the approval of the Supreme Council. But what strikes him most are the protests raised in the countries whose governments form the Supreme Council against the policies of their respective governments, for he notes that these protests come from the proletariat—the less educated classes. It is they who demanded that Russia shall have the right of self-determination, that Hungary shall not be made a tool of, that a real peace, not a peace founded on coercion, shall be formed.

Meanwhile ethics are being industriously taught in the schools, moralists were never more urgent on the necessity of instruction, and the education of the workers occupies a good deal of attention. The present contents have led to the conclusion that their moral outlook is deplorable. Either education has spoiled them or it has not been carried to the lengths which result in the fine flower of moral culture typical of the Supreme Council being reached. It is now too late to draw back; the work must be pressed on until that high level is reached. Our philosopher may be left musing on the question of how far self-interest neutralises moral culture and how far moral culture can be developed by education. —*Japan Chronicle.*

FACE UNSIGHTLY WITH PIMPLES

Extremely Painful, Lost Sleep, Cuticura Healed In A Month.

"My face began to get blotchy, and later small pimples appeared so that soon my face was a mass of irritating eruptions of a wet nature. My face, besides being most unsightly, was extremely painful, and I lost a lot of sleep. I had a tablet of Cuticura Soap and a box of Cuticura Ointment sent me. After a short time the itching and burning seemed to vanish, and within a month my face was healed." (Signed) John Morley, 90, Canon Cockin St., Sunderland, Durham, Eng.

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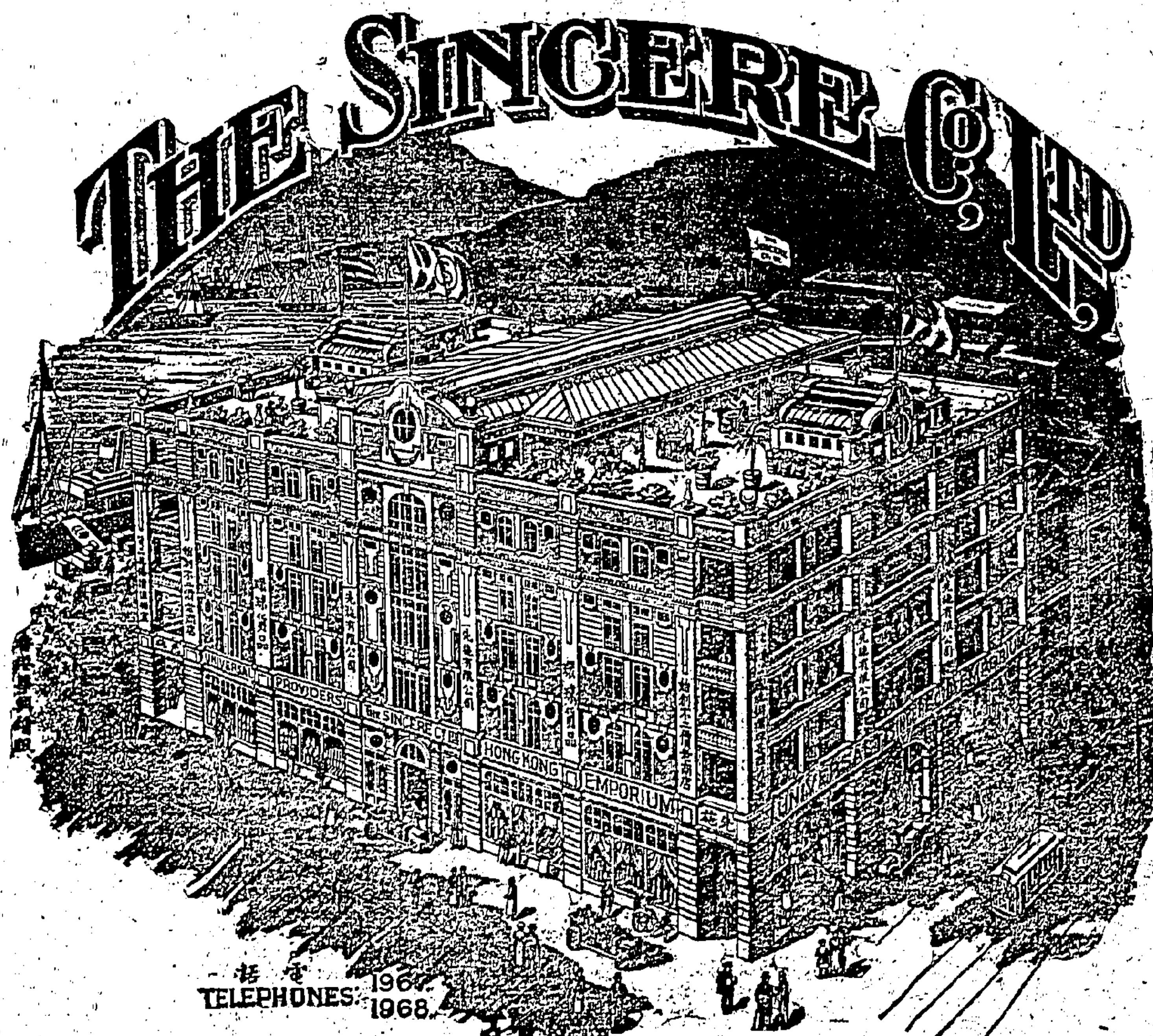
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FROM EUROPE.

The s.s. HELENUS, due here May 31st, and sails for Shanghai, June 1.
The s.s. TALTREBIUS, due here June 1st, and sails for Japan, June 2.
The s.s. PAK LING, due here June 2nd, and sails for Japan via Shanghai, June 4.
The s.s. AGAPENOR, due here June 4th, and sails for Japan, June 5.
The s.s. ELPHINOR, due here June 14th, and sails for Shanghai, June 15.
The s.s. DEUCALION, due here June 15th, and sails for Shanghai, June 16.
The s.s. THETIS, due here June 16th, and sails for Shanghai and Hankow, June 17.
The s.s. LAMONON, due here June 23rd, and sails for Japan, June 24.
The s.s. DEMODOKUS, due here June 27th, and sails for Shanghai, June 28.
The s.s. PYRRHUS, due here June 28th, and sails for Shanghai, June 29.
The s.s. ALCINOUS, due here July 1st, and sails for Shanghai and Taku, July 2.
The s.s. BELLEROPHON, due here July 13th, and sails for Japan, July 14.
The s.s. NERGON, due here July 14th, and sails for Shanghai and Japan, July 15.
The s.s. STEIGERWALD, due here July 25th, and sails for Japan, July 26.

FROM AMERICA.

The s.s. SEINTO MARU, left San Francisco May 17th, and is due here via Honolulu, Yokohama, Kobe, Nagasaki, and Manila on June 8.
The s.s. ECUADOR, leaves San Francisco May 1st, and is due here via Honolulu, Japan, Shanghai and Manila, June 9.
The s.s. TYNDAREUS, leaves Seattle May 14th, and is due here via Yokohama, Kobe and Manila, June 15.
The s.s. PERSIA MARU, leaves San Francisco May 20th, and is due here via Honolulu, Yokohama, Kobe, and Nagasaki, June 21.
The s.s. KURE MARU, leaves San Francisco June 8th, and is due here via Honolulu, Yokohama, Kobe and Nagasaki, July 5.
The s.s. COLUMBIA, leaves San Francisco May 29th, and is due here via Honolulu, Japan, Shanghai and Manila, July 7.
The s.s. NILE, leaves San Francisco June 26th, and is due here via Honolulu, Yokohama, Nagasaki and Shanghai on July 17.
The s.s. ION, leaves Seattle June 24th, and is due here via Yokohama, Kobe, and Manila, July 25.
The s.s. TINTO MARU, leaves San Francisco June 30th, and is due here via Honolulu, Yokohama, Kobe, Nagasaki, and Manila, Aug. 1.
The s.s. VENEZUELA, leaves San Francisco June 16th, and is due here via Yokohama, Kobe, Shanghai and Manila on Aug. 4.
The s.s. PROTESILAUS, leaves Seattle July 11th, and is due here via Yokohama, Kobe and Manila, August 15.

FROM AUSTRALIA.

The s.s. ST. ALBANS, leaves Melbourne June 1st, and is due here via Sydney, Brisbane, Townsville, Cairns, Thursday Island, and Manila, June 30.

FROM CANADA.

The s.s. EMPRESS OF RUSSIA, leaves Vancouver June 3rd, and is due here via Yokohama, Kobe, Nagasaki, Shanghai and Manila on June 24.
The s.s. EMPRESS OF JAPAN, leaves Vancouver June 25th, and is due here via Yokohama, Kobe, Nagasaki, and Shanghai on July 15.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila June 13th, and is due here June 15th, and leaves for Seattle via Kobe and Yokohama, June 24.
The s.s. ION, leaves Manila July 29th, and is due here July 31st, sailing for Seattle via Kobe and Yokohama, Aug. 8.
The s.s. PROTESILAUS, leaves Manila August 13th, and is due here Aug. 15th, and sails for Seattle via Kobe and Yokohama, August 26.
The s.s. TYNDAREUS, leaves Manila Sept. 9th, and is due here Sept. 11th, and sails for Seattle via Kobe and Yokohama, Sept. 21.

FROM JAPAN.

The s.s. KIDDERPORE, leaves Yokohama May 21st, and is due here May 23rd, and leaves for Australia, via ports on May 30.
The s.s. ARABIAN, leaves Kobe May 28th, and is due here June 1.
The s.s. NELUS, leaves Yokohama May 29th, and is due here June 1, and sails for London, Amsterdam and Hamburg via Singapore, June 8.
The s.s. JAPAN, leaves Kobe June 3rd, and is due here June 5.
The s.s. NELLOR, leaves Yokohama June 2nd, and is due here via Kobe and Shanghai June 19.
The s.s. HELENUS, leaves Yokohama June 10th, and is due here via Kobe and Shanghai, June 17, and sails for London, Amsterdam and Hamburg, via Singapore, July 6.
The s.s. TALTREBIUS, leaves Yokohama June 26th, and is due here via Kobe and Shanghai, July 12th, and sails for Liverpool, via Manila, Singapore, Genoa, and Marseilles, July 17.
The s.s. TURKADES, leaves Yokohama June 1st, and is due here via Kobe and Shanghai June 17.
The s.s. ST. ALBANS, leaves Kobe, July 12th, and is due here via Moji, July 13.
The s.s. PAK LING, leaves Yokohama July 17th, and is due here via Kobe, July 18th, and sails for Liverpool via Singapore, and Marseilles, July 20.
The s.s. BELLEROPHON, leaves Yokohama Aug. 7, and is due here via Kobe and Shanghai, Aug. 23rd, sails for Liverpool, via Manila, Singapore, Genoa, and Marseilles, August 24.

FROM SHANGHAI.

The s.s. TELESIA, leaves Shanghai May 27th, and is due here May 29, and sails for London, Amsterdam and Antwerp, via Singapore, June 1.
The s.s. DELIA, leaves Shanghai June 1st, and is due here June 4th, and sails for London via Singapore, Colombo and Marseilles, June 5.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

TRINITY SUNDAY, May 30th 1920.

Holy Communion at 7:30 a.m.
Matins at 11 a.m.
Responses, Festal: Venite: Macfarren (31st day); Psalms 20 (Macfarren) 22 (Halls); Te Deum, Oakeley in 2; Jubilate, Ouseley in G.; Anthem, "Come up Hither" Spobr; Hymn, 160. N.B.—Psalms 18 verses 1, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 in unison; Hymn 150 verses 1, 4 in unison.
Evening at 6 p.m.
Responses, Festal: Psalms 63 (Stainer), 90 (Battisbill), 110 (Wicks); Magnificat, Goss (7th evening); Nine Lessons and Collects; Hymns, 161, 162, 164. N.B.—Psalms 93 verses 1, 4, 6 in unison; Psalm 69, verses 1, 3, 9 in unison; Psalm 115, verses 1, 9, 14, 16, 18 in unison; Hymn, 161, verses 3, 4, 6 in unison; Hymn 161, verses 1, 4 in unison; Hymn 161, verses 1, 3 in unison.

Union Church, Kennedy Road.

Sunday, Services May 30th.
Preacher: Rev. George J. Williams.
Morning Service, 11 a.m.
Sermon, "One Survival after Death."
(Sunday Morning, May 30th, Does Our very Identity Survive the Grave?)
Sunday Morning, June 6th What is Heaven? Evening Service at 8 p.m.
Sermon, "Can we continue to say 'I believe in God the Father Almighty'?"

St. Peter's Church, West Point.

Trinity Sunday—May 30th 1920.

11 a.m. Holy Communion.
11 a.m. Song Matins and Sermon.
Preacher: The Chaplain.

Peak Church.

8:15 a.m.—Holy Communion.
8:30 p.m.—Evening Service.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11:15 a.m.
Wednesdays, 5:30 p.m.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

Roman Catholic Cathedral, Glenegally.

Mass at 6.7 and 9.30 a.m.
High Mass at 8 a.m.
6.30 p.m.—Benediction of the Blessed Sacrament.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

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Booking is at the Hongkong Hotel Main Office and at Repulse Bay Hotel, where particulars can be obtained on application.

C. E. R. RICOE,
Managing Director.

Hongkong, May 29, 1920.



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POST OFFICE.

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INWARD MAIL.

SATURDAY, May 29.
Japan—Per TAKADA.
SUNDAY, May 30.
U.S.A., Canada and Shanghai—Per MONTAGUT.
MONDAY, May 31.
Shanghai—Per SUNNING.
WEDNESDAY, June 2.
Straits—Per KAMO MARU.
FRIDAY, June 4.
Bombay—Per SHINZU MARU.
Straits—Per AWA MARU.
SUNDAY, June 6.
Bombay—Per HEIMEI MARU.
Bombay—Per MEIOH MARU.

OUTWARD MAIL.

SATURDAY, May 29.
Shanghai and North China—Per CHENAN, 3 p.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India, C. Deutchland, Egypt, and EUROPE—Per MARELLES—Per KAMAKURA MARU, Registration 315 p.m. Letters 4 p.m.
Straits, Bangkok, Mauritius, Durban and C. Deutchland—Per PANAMA MARU, 4 p.m.
Wohaiwei, Chefoo and Tientsin—Per CHONGSHING, 5 p.m.
Hohow, Pabot and Haiphong—Per KAIFUNG, 5 p.m.
Straits and Bangkok—Per HAITAN, 5 p.m.
Philippine Islands, "Shanghai," "North China," "Japan via Kobe and Seattle"—Per EDMORE, 5 p.m.
Swatow and Bangkok—Per KAO ANUD, 5 p.m.
SUNDAY, May 30.
Straits, Bangkok, Calcutta and Aden—Per TAKADA, 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJO MARU, 9 a.m.
Swatow and "Straits"—Per LIANG-CHOW, 9 a.m.
Shanghai and North China—Per KWANGSE, 9 a.m.
MONDAY, May 31.
Honolulu and "Straits"—Per WEST CADDIA, 11 a.m.
Saigon—Per JACON, 11 a.m.
TUESDAY, June 1.
Swatow and Bangkok—Per CHUSAN, 10 a.m.
Swatow, Amoy and Foochow—Per HAI-CHING, 1 p.m.
Amoy, "Shanghai" and "North China"—Per SUIYANG, 2 p.m.
THURSDAY, June 3.
Shanghai and North China—Per SUN-NING, 10 a.m.
Shanghai, "North China" and "Japan via Kobe"—Per KAMO MARU, 10 a.m.
Shanghai, North China, Japan via Nagasaki, "Straits," United States, Central and South America and EUROPE via VANCOUVER, B.C.—Per EM-FREES OF ASIA, Registration 9.45 a.m. (Letters 10.30 a.m.)
Y. Y. 2 p.m.
Swatow, Amoy and Foochow—Per HAI-LOONG, 1 p.m.
Philippine Islands—Per YUENSANG, 3 p.m.
SATURDAY, June 5.
Shanghai and North China—Per TEAN, 3 p.m.
SUNDAY, June 6.
Wohaiwei, Chefoo and Tientsin—Per KUICHOW, 9 a.m.
TUESDAY, June 8.
Philippine Islands, "Japan via Moji," "Canada," "United States," "Central and South America" and "EUROPE via VICTORIA, B.C."—Per OHIO MARU, Registration 9.15 a.m. (Letters 10 a.m.)
Swatow, Amoy and Foochow—Per HAI-HONG, 1 p.m.
*Correspondence bearing vessel's name only.

MOVEMENTS OF STEAMERS.

The D. & Co. Ltd., s.s. Louther Castle arrived Kobe 28th May.
The C. M. S. S. Co. s.s. Nile sailed from Shanghai on May 28th, and may be expected to arrive in Hongkong on Saturday May 29th at daylight.
The N.Y.K. s.s. Portland Maru (Bombay Line) left Bombay for this port direct on the 28th May and is expected here on the 29th May.
The P. & O. S. M. Co. (Mc. Mc.) s.s. Takada left Moji for this Port on the 28th inst. at a.m. and is due here on the 29th inst. at about Noon.
The D. & Co. Ltd., Balon Castle left Singapore 24th May due Hongkong 30th May.
The T.K.K. s.s. Seigo Maru arrived at Yokohama on May 28th and sails May 29th for Honolulu, Hilo and San Francisco.
The C.P.O.S. Co's s.s. R.M.S. Montague arrived at Shanghai on the 28th May leaves there 28th May and is due at Hongkong on the 31st May.
The C.P.O.S. Co's s.s. Kaitang arrived at Karachi from Liverpool on the 19th May, leaves there about 27th May and is due at Colombo about May 31.
The D. & Co. Ltd., s.s. Africa left Shanghai on 28th May, sails from Hongkong noon Tuesday, 1st June.
The Ben Line s.s. Benvenia from Antwerp, Middlebro' and London, left Singapore for this port on the 28th inst. and may be expected to arrive on the 1st June.
The P. & O. S. Co's s.s. Doylestown (Calcutta Line) left Singapore on May 28th and may be expected here on or about June 3rd.
The N.Y.K. s.s. Asao Maru (Liverpool Line) left Glasgow for this port via Suez on the 23rd April and is expected here on the 4th June.
The N.Y.K. s.s. Shinai Maru (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.
The N.Y.K. s.s. Mechi Maru (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.
The N.Y.K. s.s. Hizen Maru (Bombay Line) left Bombay for this port direct on the 21st May and is expected here on the 8th June.
The N.Y.K. s.s. Fushimi Maru (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila, on the 28th May and is expected here on the 7th June.

ENTERTAINMENTS.

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CHINA MAIL S.S. CO. BUSY.

The China Mail Steamship Company's offices were kept quite busy yesterday afternoon on account of the arrival of two of their vessels from San Francisco, the s.s. "Nanking" 10,000 tons, and the s.s. "Nile" 14,000 tons. The "Nanking" will leave Hongkong for her return voyage to San Francisco, via Shanghai, Japan ports and Honolulu on June 3rd. The "Nile" will remain in these waters to make the special trip to Singapore and return for which she is scheduled after the completion of which she will resume her trans-Pacific voyages, leaving here for San Francisco via ports June 19.

Printed and Published for THE CHINA MAIL by GEORGE WILLIAM CARRUTHERS, Editor, No. 5, Wyndham Street, Hongkong.